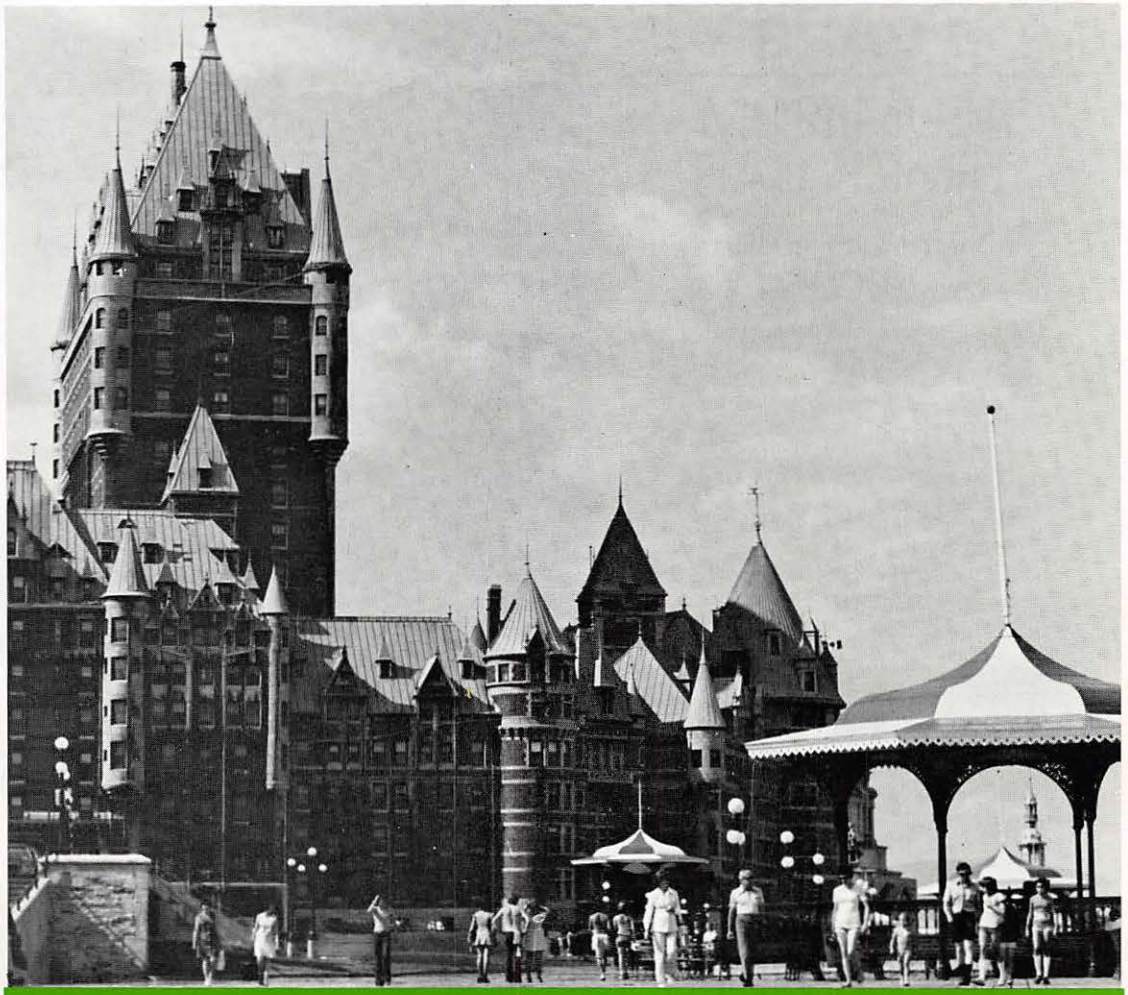
The SIGNALMAN'S Journal



BofRS convention the week of August 9-13 will be held at the Chateau Frontenac in historic Quebec City, Quebec, Canada

JUNE 1976

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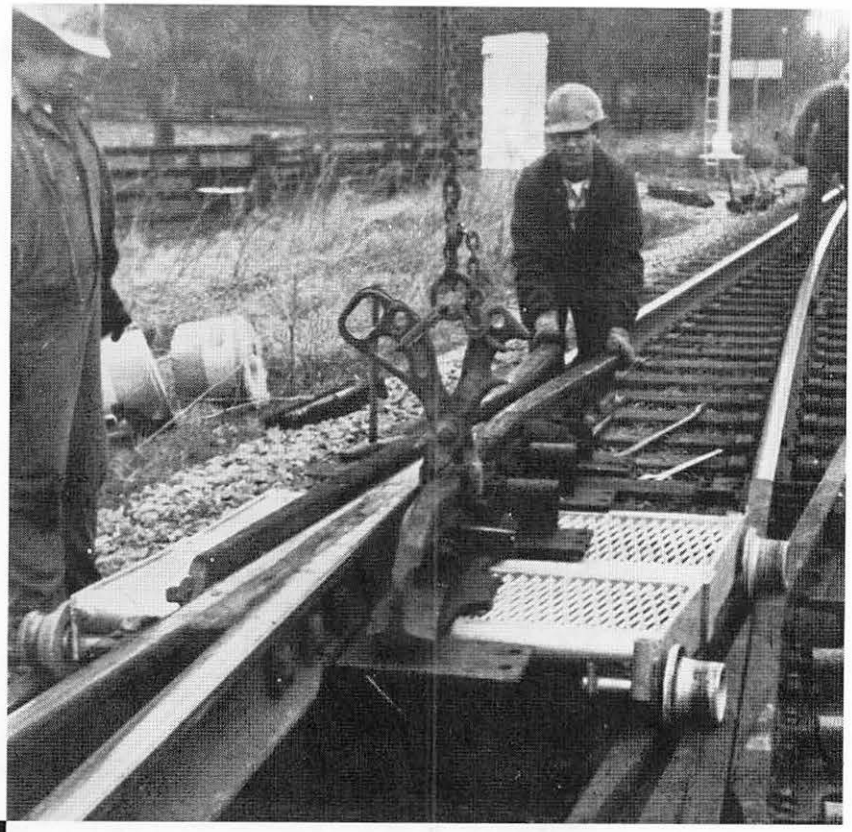

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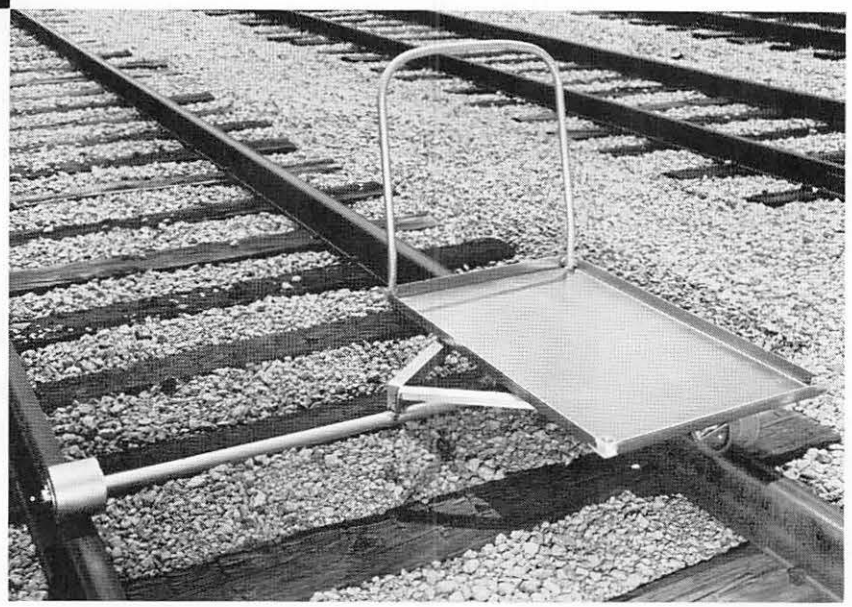

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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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Chamberlain's Message

I was asked to address the Railroad Public Relations Association on the topic of Labor-Manager Relations and Public Relations at their annual convention at San Diego, California on June 15. My remarks follow.

I am particularly delighted to share the platform with Bill Dempsey, the chief negotiator for the railroad industry.

Since Bill has appeared on the scene, a little over four years ago, the railroad industry has seen a dramatic change in labor-management relations at the top level.

The stormy periods of the early 60's and years before that in the railroad industry, have dissipated for the most part and the collective bargaining atmosphere has unquestionably improved.

We have not reached utopia as yet, and it is unlikely that we ever will, however, I think the old atmosphere of mortal combat has pretty well gone.

In the old days, the posture of the railroad industry to both Congress and the general public was one of continuously engaging in industrial warfare against their own employes.

That policy simply didn't make sense and it certainly did nothing to resolve the big problems this industry has, and will continue to have, and move them toward a solution.

The old policy was one which, if followed during the past four years, would have meant total chaos for the railroad industry and its employes and inevitably a system of nationalized railroads.

What has happened and who is responsible for the change in course of direction?

For the most part, in my judgment, there has been considerable re-thinking on the part of some railroad presidents. In addition, there has been a positive response or "green light" from railroad labor that we are receptive to making a positive effort to reach agreements the voluntary way in a true collective bargaining arena, without the thought or threat of striking as the inevitable way to reach agreements.

Let's take a look at what has happened in the past four years.

Labor and management, at the direction of Congress, negotiated an agreement that completely restructured the railroad retirement system; a task that was most complex and certainly one which would have easily gotten off the track had not both parties been sincere in their efforts to make an agreement on a joint legislative package that would improve and protect the railroad retirement system for all present and future retirees. Despite a veto of this legislation, labor and management were responsible for bringing about one of the quickest overrides in history and by one of the largest majorities in the history of both Houses of Congress. Truly—a major accomplishment.

In the past two and one half years a majority of the major unions have reached two voluntary, satisfactory, national agreements without any outside help, and all other unions eventually reached a somewhat similar pattern agreement without any major strike or serious threat that one would take place. Truly—a major accomplishment.

The latest, and perhaps the most important legislative package jointly supported by railroad labor and management, was the Railroad Revitalization and Regulatory Act of 1976 which became law in February of this year.

Truly a legislative package that could properly be labeled by those involved in the day to day action behind the scenes on the Hill, as a "nightmare" as well as a miracle.

The past four year period has been one of tremendous achievement on the part of both labor and management at the national level, which certainly set the stage for the relatively smooth transition that took place on April 1, 1976, when ConRail became a reality.

At this point, I think it appropriate to analyze the atmosphere and attitude that prevailed among employes on the bankrupts, which to a large measure contributed to a relatively smooth and orderly transition with a minimum of confusion.

Number one, railroad labor in the Northeast was most anxious and ready to once again become part of something viable, something productive, and something they could relate to.

Considerable time, effort and

thousands of dollars of union funds were spent by railroad labor unions in holding seminars, special meetings and regional meetings for the specific purpose of explaining the complexities of the legislation, what each employe could expect, and to the best of our ability, how it would affect him.

It was, to say the least, a massive conditioning effort by railroad labor that at this point seems to have paid off.

At the top level, railroad labor chief executives were widely proclaiming support for ConRail and the officers who were to head the new system. Preliminary reports from shippers, state officials and others indicate that they are pleased with the results to date, however, admittedly it is a little early to make a totally accurate assessment. At this stage we are optimistic and confident, if you please, that given time ConRail will be a successful enterprise.

So much for the positive side of the subject of improvement of labor-management relations at the top level in the railroad industry.

Let's look for a moment at the total picture of labor-management relations at all levels in the railroad industry.

While it is relatively easy to publicize harmony and accord on many ventures of mutual interest supported by a majority of railroad presidents and a majority of railroad union presidents, it doesn't necessarily mean that such harmony and accord is being put into practice on individual railroads by those responsible for labor-management relations.

The key to real harmony of relations in this industry lies most of all in how the employe is treated on the job. It also lies in how the employes' representative is treated when he brings a legitimate complaint to management.

That's the level that needs a great deal of attention if the improved labor-management relations between railroad presidents and railroad labor union presidents is to be a meaningful venture and beneficial to the railroad industry.

We have repeatedly stated that "our most fervent hope is for all rail management to recognize that in their employ they have human beings with feelings, pride, dedication, dignity and the desire to be a part of something worthwhile. Recognition of these factors would go a long way toward insuring increased productivity."

Some railroads have initiated individual labor-management programs in an effort to implement or create a better understanding between labor representatives and management on their respective properties. In some instances they are successful and in some instances they have not gotten off the ground. In the limited number of instances when they were successful, it is because they were not a one shot deal, but a program which consisted of frequent meetings. In some instances, the program consisted of one meeting, which by no means is a cure-all meeting. Labor-management relations, to be a successful ingredient in any business enterprise, must consist of a continuous dialogue.

It cannot be confined or limited to one of discussion at time of confrontation.

An atmosphere of mutual respect for the individual on both sides of the table must be present with respect or recognition of each other's position; and, first and foremost, recognizing that a voluntary agreement wherever possible is the best ingredient to maintaining and enhancing improved labor-management relations.

Unfortunately, there are a number of railroads that have not seen fit to do anything and apparently they are willing to ride along on the success or image of others, or they are mistakenly thinking that all is well on their railroads.

No greater mistake could be made by anyone than to think all is well on his railroad and that harmonious labor-management relations are not that important to his railroad. There are a few railroads in this country, where a crisis could erupt without much provocation and the employes would overwhelmingly support it. However, they are a small minority group.

We certainly hope that such railroads will take a close look at their operations and get in the main stream of the most progressive program that they could undertake—that of improving their employe-management relations.

In our judgment, we in the railroad industry are on the threshold of a new era. Now more than ever it is vitally important that both management and labor work together wherever possible to enhance the position of our industry.

Our common objective should be to make the railroad the most reliable, safest, competitive form of mass transportation in the United States today. In so doing, the interests and well-being of the employes must be a foremost consideration as we will not support anything that jeopardizes the safety and welfare of the railroads' employes—our members.

There is another area that in my judgment has found our railroad industry lacking, and both labor and management are at fault for the condition that exists. That area is one of public relations.

We are all aware of the value of good advertising. If you have a product to sell, unless you get it before the eyes of the general public it stands very little chance

of being a success. Even then you must back up your product with quality, reliability and performance.

In the railroad industry we have a product to sell and it is service. We also have one of the largest potential sales forces with some 600,000 people, however, I am afraid that this vast force is not being utilized to the extent that it could to help in restoring the industry to the number one form of mass transportation in the country today.

The general public has the impression that labor and management don't have much in common. The general public believes that there is a constant adversary relationship present, as the press frequently dominates the headlines with stories on negotiation deadlines, picket lines, strikes, possible strikes, etc. I am frequently asked by friends what we do between contract negotiations and when we will be getting ready for our next strike.

I always endeavor to set them straight as best I can, and they are generally surprised at the maze of items and issues that are daily being handled by labor and management at all levels in the general course of collective bargaining.

There is no question but that we, both labor and management, have not done what we could have in educating the employe-member about public relations and the need for him or her to speak out in the community, the organization, the church, and advertise, if you please, their job, their profession, their union and the contribution that collectively is being made to our nation's safety, welfare and economy.

Perhaps the reason that the employe has not done this is that there has been no inspiration or motivation from his company to do so. By nature, generally, an employe will be loyal to the employer if treated right and provided a good environment for the performance of his job, and he will be loyal to his union if they are providing the proper protection, good benefits and job security.

Take such an employe and multiply by 600,000 and you should have one of the most powerful influential public relations forces in existence today, a force that reaches out into practically every city and village throughout our great country, a missionary, or missionaries, wherever the vast rail network of the United States reaches.

It is this virtually untapped source of expertise that management, with the help of labor, must reach and motivate if our industry is to succeed.

Our railroad industry not only needs a rebuilding of its physical plant, it sorely needs a new image that will accurately portray the major part we are going to play in providing the safest, most reliable form of mass ground transportation in existence today. A transportation system that with top efficiency and utilization will conserve necessary energy supplies instead of contributing to their exhaustion. We have all the ingredients, now all we have to do is put them together.

Working together, working collectively, labor and management can do the job.

Railroad labor is ready. All systems are go.

We have every reason to believe that top management is ready and if the same attitude and desire to cooperate prevails at every level of management down to the supervisory level, I can assure you that the employes will respond. Convey to them that they are wanted, needed and appreciated and that you have compassion for their feelings and needs, and let me tell you, my management friends, you have the most important ingredient you can ever hope to have to make a success of your enterprise.

In a short time, I am confident that together we can "drown the rubber duck" and bring Casey Jones back to life on the nation's rails.

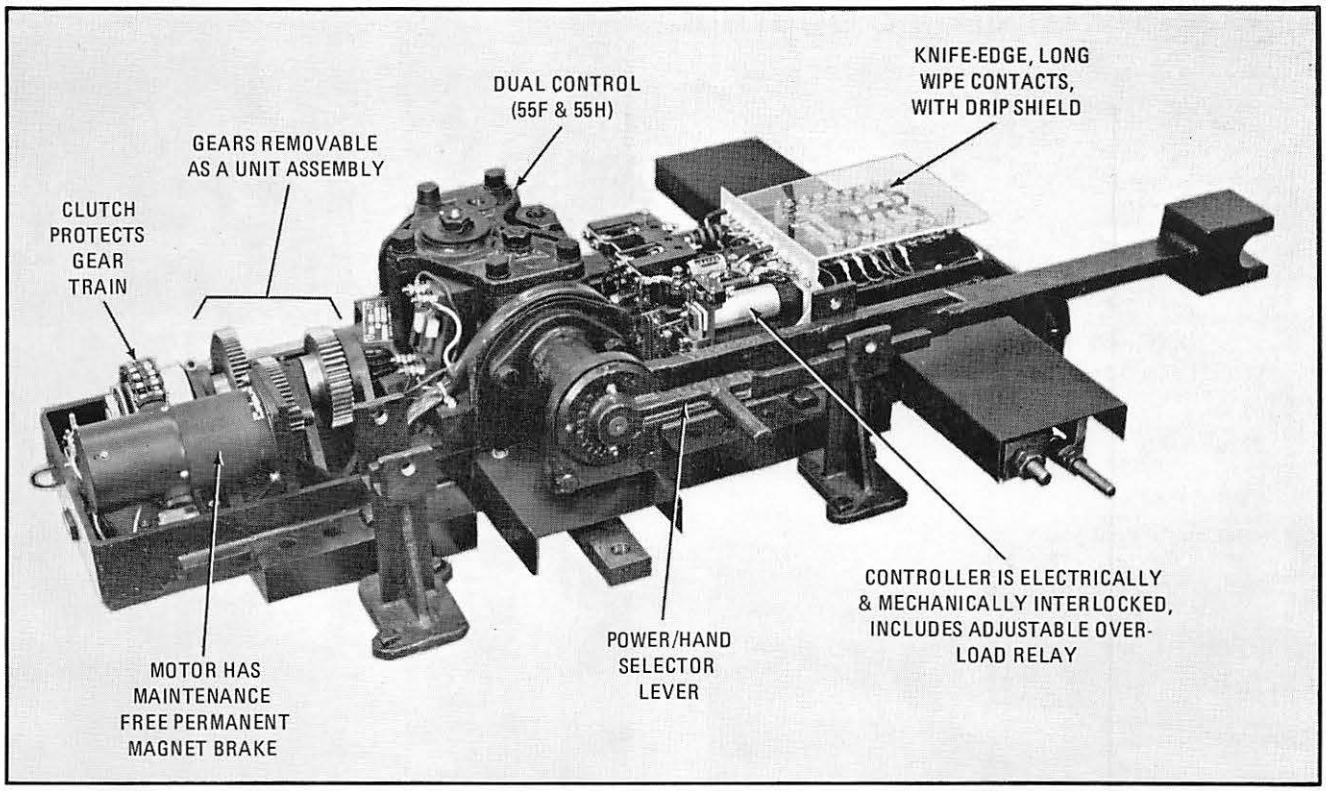
Low bidder announced for Atlanta Subway

General Railway Signal Company was awarded a contract for the automatic train control system for the first phase of Atlanta, Georgia's new rail rapid transit system. The GRS bid of $28,779,047 includes equipment and installation for 15.4 miles of double track and 18 stations, as well as 60 sets of car-carried electronic sensing and control equipment.

The first phase will be on an east-west line, from Avondale to High Tower Road. The trains will be automatically operated. A central computer will monitor performance — similar to the GRS supplied Washington, DC system. There will be an attendant on each train, and he will have facilities for manual control, if same should be necessary. Manual control will not be able to override the basic safety system that will keep trains properly separated and will control their speeds.

Marine Electric has rail division

H. G. Parke, President, Marine Electric Corporation, Brooklyn, New York, announced the recent formation of the Marine Electric Railway Products Division, Inc., at its Edison, New Jersey manufacturing facilities. The new railway products division will specialize in heavy traction power systems, specialized safety systems for railroads and rapid transit companies, and graphics designs for transit firms.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DUAL CONTROL (55F & 55H)
GEARS REMOVABLE AS A UNIT ASSEMBLY
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GENERAL RAILWAY SIGNAL
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ROCHESTER NEW YORK 14602

☐ **FAST** - 3 seconds at 110 volts.

☐ **EFFICIENT** - 5 amperes at 110 volts.

☐ **VERSATILE** - for mainline, interlocking, or rapid transit service. For single switches, double slips with continuous front rods (any weight rails) and derails of any type.

☐ **EASY TO INSTALL AND MAINTAIN**
Models 55E and G, for example, weigh only 500 pounds. Installation and servicing is fast and easy with built-in major assemblies, open-access construction, and instant push-lock terminals.

DISTINGUISHING FEATURES OF THE MODEL 55 LINE			
Model	Dual Control	Built-In Controller	Nominal Motor Voltage
55E	No	No	24 d-c or 110 d-c
55F	Yes	No	24 d-c or 110 d-c
55G	No	Yes 10/24 v. d-c	24 d-c or 110 d-c or 110 a-c
55H	Yes	Yes 10/24 v. d-c	24 d-c or 110 d-c or 110 a-c

For more about the full line of GRS Model 55 electric switch machines, write for a copy of Catalog 85-2, which lists 35 different arrangements to meet your needs.

Chateau Frontenac as seen from the Citadelle, which along with other historic places are within walking distance.

Chateau Frontenac hotel is on a bluff overlooking the St. Lawrence River. Also, it is inside the walls of the old city.

Signalmen to meet in Quebec

The Brotherhood of Railroad Signalmen will hold its 40th Regular Convention August 9-13, 1976 at Le Chateau Frontenac in Quebec City, Quebec, Canada. To provide infomation about Quebec City as well as acquaint our Brothers with that historic community, the following article by Mary Jane Charters is presented.

Québec City has been compared to Saint-Malo in France. It's been called the most European city in North America, the cradle of French civilization on this side of the world, another Gibraltar, and site of Canada's most famous battle.

It's all of those things and more.

An insurance man from Montréal says he makes sure five per cent of his clients live in Québec City so he can go there more often. A Toronto travel writer says Québec City is elegant and manages to preserve the past more beautifully than any other city on the continent.

"You can sit down to eat in a 200-year-old building or walk the Plains of Abraham where Wolfe fought Montcalm. And when you do, the city looks as if it could have been there when they were."

Despite all the new construction and high-rises springing up outside the walls of the old city, there is a bastion of French culture able to resist concrete towers, according to a resident who's been a prime mover on the old city's restoration committee. "I like Old Québec," he says, "because it's a civilized town without the frenzy."

A government office worker describes the 367-year-old city as the kind of place where people still go home for lunch.

More than 90 per cent of the population is French-speaking—there are 42 Marcel Tremblays and 11 columns of Pelletiers in the telephone directory. About 40,000 of the city's 500,000 work for the provincial government in old and new buildings near the province's National Assembly.

The city is split-level called Upper Town and Lower Town. Located on the north bank of the St. Lawrence River about 400 miles from the Gulf of St. Lawrence, it was the first settlement in New France, a short-lived empire that once stretched to the Gulf of Mexico.

In 1608 Samuel de Champlain built his first trading post on a swatch of land jutting out into the river. On the exact spot now stands Notre-Dame-des-Victoires, a chapel-like church at the centre of an elaborate restoration project that will take at least five more years to complete. It was started in 1970.

The project called Place Royale will retrieve more than 80 buildings from the 17th, 18th and 19th centuries and will be a historical showpiece in a city full of refurbished old buildings and tributes to the past.

Towering over Place Royale is Upper Town, its old section surrounded by stone walls that have been built, destroyed and replaced several times since the mid-1600s. At one time the walls encircled all the buildings in Québec.

Today they indicate the demarcation line between old and new. Everything inside the fortifications is protected from indiscriminate demolition and alteration. Outside, Québec has evolved into a contemporary city with high-rise towers, hotel complexes, shopping malls and urban sprawl.

Together modern and historic Québec offers the tourist a chance to binge on French pastries and Québecois culture in a city of narrow streets, wrought iron fences, Norman houses of grey stone or angled concrete hotels.

The city is noted for its cuisine with high quality French restaurants serving classic dishes, cafés, outdoor terraces or disco-bars on almost every city block, some of them housed in 17th century homes.

Tourists can stay in the turreted Château Frontenac, a hotel where hundreds of titled heads have slept; or tourist homes (similar to small European hotels) like Au Bon Accueil with 11 rooms, Maison du Fort or Manoir sur le Cap overlooking Dufferin Terrace. Numerous other hotels and motels are located throughout the city including two new towers, Loews Le Concord and The Hilton.

As capital and principal port of the immense empire of New France, Québec's prime function was to guard the St. Lawrence River—the major inroad into the heart of a huge fur-trading colony that covered a great portion of present-day United States and Canada.

The city's history has not always been peaceful.

Archaeologists are still finding scars inflicted during a battle of 1759 when Gen. James Wolfe showered Lower Town with 50,000 cannonballs in three months. On Sept. 13 of that year Wolfe successfully engineered another battle on the Plains of Abraham that turned Québec over to the English for the final time.

Now the plains are part of Battlefields Park where the battle's course is outlined in granite tablets. The park extends along the bluff west of the city's Citadel, a fortress like Gibraltar, built by the British in 1820 to 1850. Tours of its bastions and military museum are conducted from mid-May to October.

Sixteen years after the famous battle, the city's peace was interrupted again by the American Revolution. According to Gen. Richard Montgomery and Col. Benedict Arnold, Québec was to become the 14th colony. Montgomery died on what is now rue Champlain; Arnold was wounded and repulsed.

Musée du Fort at the city's central square, Place d'Armes, is a good place to put Québec's history in order. With light, sound, music and narration, an electronic diorama brings the six sieges to life.

The city is saturated with reminders of its past.

Musée du Québec, the provincial museum in Battlefields Park, has an extraordinary collection of French-Canadian gold and silver plate, wood sculptures and Canadian paintings. Marie de l'Incarnation Centre at the Ursuline Convent founded in 1639, is where Gen. Montcalm's skull is buried.

The Historical Museum of the Augustine Order of Hôtel Dieu has records containing names of patients admitted since 1689 and of nursing sisters dating to 1639 when the first ones arrived. The museum also has underground vaults from the late 17th century and displays of antique furniture and pewter.

Helpful hints for crossing the border

Although Signalmen and their families will probably be crossing the Canadian-USA border after the summer Olympics, immigration and customs officers of both countries will be asking questions, as always. Because of the Olympics there may be more questioning than usually experienced by U.S. citizens. Identification may consist of one of the following:

—Voter registration card.
—Birth certificate (photocopy is ok).
—Military service discharge (photo copy, ok).
—Baptismal certificate (photo copy, ok).
—Passport.

If you are carrying prescription drugs for medication, you must have a letter from your doctor identifying or describing the drugs, not just generic terms. The letter should also state the name of the person who must take these medicines.

And remember, it may be easy to leave the U.S., but you will want to return. Thus, U.S. Customs and Immigration officials as well as Canadian officials will want you to be able to identify yourself.

Other historical museums include the Historical Wax Museum, Maritime Museum of L'Islet-sur-Mer and Royal 22nd Regiment Museum. The Séminaire de Québec Museum and Huron Village Museum and the Talon Vaults (site of the first brewery in New France in 1668) which are open by appointment only.

Several churches are worth seeing—especially the Basilica of Notre-Dame de Québec which contains paintings and silver vessels from the French regime; the Cathedral of the Holy Trinity, an Anglican church, with pews, doors and locks carved from solid English oak; and Notre-Dame-des-Victoires in Lower Town at Place Royale, with its altar shaped like a fortress.

Also in Lower Town and part of the Place Royale restoration project is Maison Chevalier, a museum containing artifacts and a comprehensive display of early Québec furnishings.

East of the city is Cartier-Brébeuf National Historic Park where a replica of the Grande Hermine, a square-rigged ship used by Jacques Cartier on his wintering expedition of 1535-36. Cartier is recognized as the first European to sail up the St. Lawrence River to Hochelaga (Montréal) and to set foot in the province of Canada (Québec).

Non-historical points of interest around the city are the Aquarium in Parc du Pont with fresh and salt water marine life and the Zoo de Québec at Orsainville, seven miles north of the city, with extensive collections of birds, wild animals, farm houses and old mills on a 30-acre site.

The city's most famous event is Carnaval, a winter carnival that lasts 10 days every February. There is also a Summer Festival with street dancing, sporting events, shows, parades and concerts, most of them in the city's showcase Grand Théâtre.

Tours are available by calèche (horse-drawn carriage), taxi and bus. And one of the best views of the city is from the ferry that runs between Lower Town and Lévis, on the other side of the St. Lawrence.

Nearby are resorts that cater to winter and summer guests. One of Eastern Canada's largest ski slopes, Mont-Sainte-Anne is just a few miles north.

There are also several campgrounds, trailer sites and marinas in the area. On Ile d'Orléans, accessible by bridge from Québec City, are campgrounds and trailer parks with superb views of the river that opened up a continent.

The island is another historical region full of old stone churches, farmhouses, tiny wayside chapels and windmills.

CENTRE-VILLE

QUÉBEC

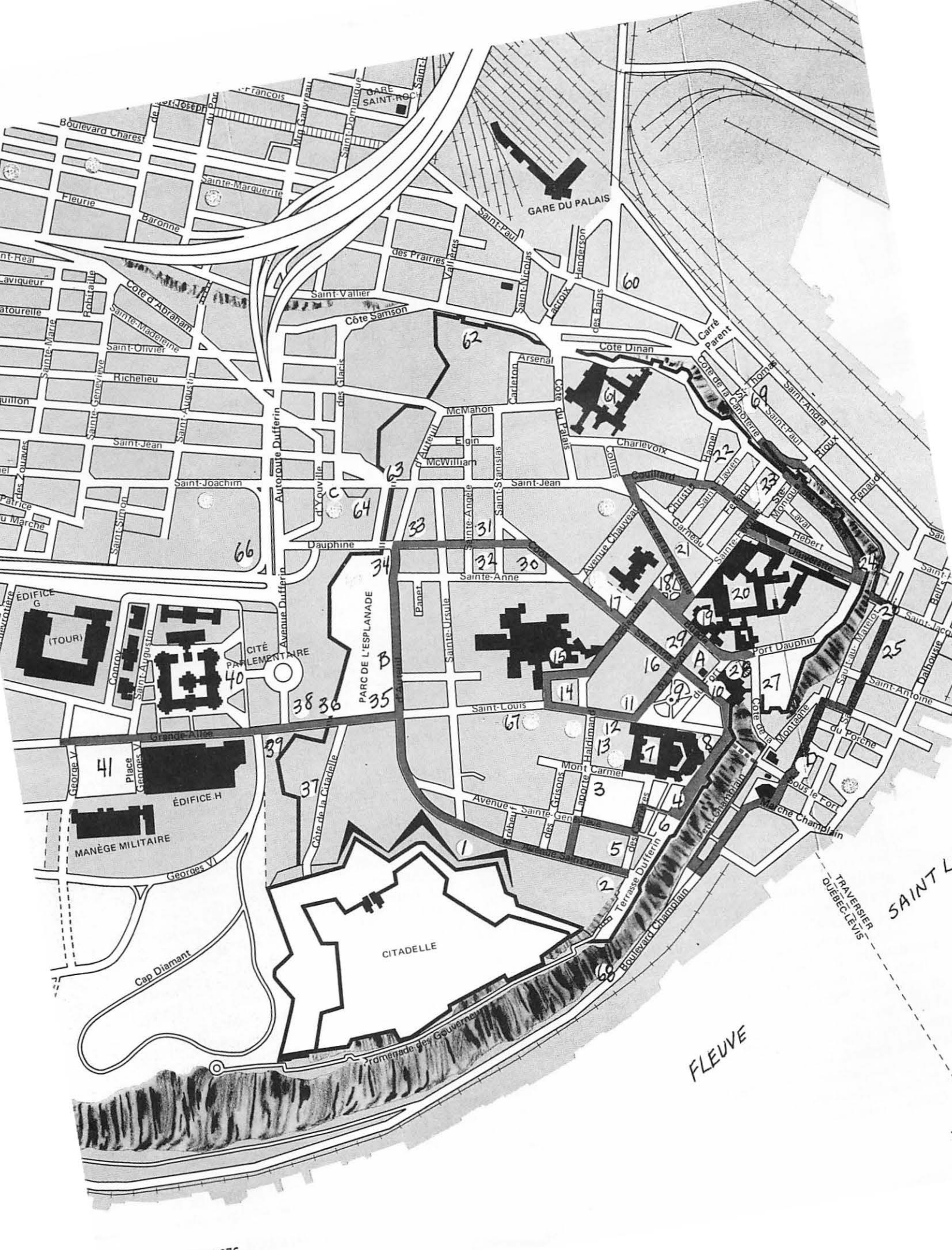
MID-TOWN

ATTRAITS -- *POINTS OF INTEREST*

1 CRÉNEAUX DE LA CITADELLE – *BATTLEMENTS OF THE CITADEL*
2 BASTION DU ROI – *KING'S BASTION OF THE CITADEL*
3 JARDIN DES GOUVERNEURS – *GOVERNORS' GARDEN*
4 MONUMENT WOLFE-MONTCALM
5 CONSULAT DES ÉTATS-UNIS – *U.S. A. CONSULATE*
6 TERRASSE DUFFERIN
7 HÔTEL CHÂTEAU-FRONTENAC
8 MONUMENT DE CHAMPLAIN
9 PLACE D'ARMES (MONUMENT DE LA FOI – *FAITH MONUMENT*)
10 MUSÉE DU FORT (DIORAMA)
11 PALAIS DE JUSTICE – *COURT HOUSE*
12 MAISON MAILLOU – *HOUSE*
13 MAISON KENT – *HOUSE*
14 MAISON JACQUET – *HOUSE*
15 COUVENT DES URSULINES (MUSÉE) – *URSULINES' CONVENT (MUSEUM)*
16 CATHÉDRALE ANGLICANE – *HOLY TRINITY ANGLICAN CATHEDRAL*
17 PLACE DE L'HÔTEL-DE-VILLE – *CITY HALL*
MONUMENT DE LOUIS-HÉBERT
18 MONUMENT DU CARDINAL TASCHEREAU
19 BASILIQUE NOTRE-DAME – *BASILICA*
20 SÉMINAIRE DE QUÉBEC, ANCIENNE UNIVERSITÉ LAVAL – *QUÉBEC SEMINARY, FORMER HOME OF LAVAL UNIVERSITY*
21 MAISON CRÉMAZIE – *HOUSE*
22 MAISON F.X. GARNEAU – *HOUSE*
23 MAISON TOUCHET – *HOUSE*
24 LES REMPARTS – *THE RAMPARTS* (PANORAMA)
25 MAISON FARGUES – *HOUSE*
26 PLAQUE COMMÉMORATIVE (BARRICADE DE B. ARNOLD) – *COMMEMORATIVE PLAQUE (B. ARNOLD BARRICADE)*
27 PARC MONTMORENCY (MONUMENT DE SIR GEORGES-ÉTIENNE CARTIER)
28 BUREAU DE POSTE – *POST OFFICE* (MONUMENT DE MONSEIGNEUR DE LAVAL)
29 MUSÉE DE CIRE – *WAX MUSEUM*
30 ÉGLISE PRESBYTÉRIENNE – *ST. ANDREWS PRESBYTERIAN CHURCH*
31 INSTITUT CANADIEN (BIBLIOTHÈQUE / *LIBRARY*)
32 *MORRIN COLLEGE*
33 CHAPELLE DES JÉSUITES – *JESUITS' CHAPEL*
34 PORTE KENT – *GATE*
35 MONUMENT DE LA GUERRE DES BOËRS ET MAISON SEWELL – *BOËR WAR MONUMENT AND SEWELL HOUSE*
36 PORTE SAINT-LOUIS – *GATE*
37 PLAQUE COMMÉMORATIVE DE MONTGOMERY – *COMMEMORATIVE PLAQUE TO MONTGOMERY*
38 MONUMENT DE F.X. GARNEAU
39 CROIX DU SACRIFICE – *CROSS OF SACRIFICE*
40 ASSEMBLÉE NATIONALE – *NATIONAL ASSEMBLY*
41 MONUMENT SHORT-WALLICK
42 MONUMENT DE MONTCALM
43 PARC ET MONUMENT DE JEANNE-D'ARC – *PARK*
44 TOURS MARTELLO – *TOWERS*
45 CHAPELLE DES FRANCISCAINES MISSIONNAIRES DE MARIE – *FRANCISCAN MISSIONARIES OF MARY CHAPEL*
46 ÉGLISE ST. PATRICK – *ST. PATRICK'S CHURCH*
47 FONTAINE (BELVÉDÈRE) – *FOUNTAIN (LOOKOUT)*
48 MONUMENT SIR-GEORGES GARNEAU
49 SYMPOSIUM DE SCULPTURES 1967
50 MONUMENT DE WOLFE
51 ÉGLISE SAINT-DOMINIQUE – *CHURCH*
52 ÉGLISE GRECQUE ORTHODOXE – *GREEK ORTHODOX CHURCH*
53 SYNAGOGUE (CONGRÉGATION BETH ISRAËL OHEV SHOLOM)
54 PARC ET MONUMENT DES BRAVES – *PARK*
55 MONUMENT DE SIR WILFRID-LAURIER
56 HÔPITAL GÉNÉRAL – *HOSPITAL*
57 MONUMENT DE JACQUES-CARTIER
58 MARCHÉ SAINT-ROCH – *OUTDOOR MARKET*
59 PISCINE ET PORT DE PLAISANCE SAINT-ROCH – *ST. ROCH MARINA AND SWIMMING POOL*
60 HÔTEL DES POSTES – *POST OFFICE*
61 HÔTEL-DIEU DE QUÉBEC – *HOSPITAL*
62 PARC DE L'ARTILLERIE
63 PORTE SAINT-JEAN – *GATE*
64 PALAIS MONTCALM
65 ÉGLISE SAINT-COEUR-DE-MARIE – *CHURCH*
66 CENTRE MUNICIPAL DES CONGRÈS (PLACE QUÉBEC)
67 MAISON DE PÉAN – *HOUSE* (VIEILLES FORTIFICATIONS / *OLD FORTIFICATION*)
68 PLAQUE COMMÉMORANT LA MORT DE MONTGOMERY – *PLAQUE COMMEMORATING DEATH OF MONTGOMERY*
69 ENDROIT OÙ FUT BLESSÉ BÉNÉDICT ARNOLD (PLAQUE) – *PLACE WHERE BENEDICT ARNOLD WAS WOUNDED (PLAQUE)*

POINTS DE REPERE -- *REFERENCE MARKS*

A SALLE PERMANENTE D'ACCUEIL DU MINISTÈRE – *DEPARTMENT'S YEAR-ROUND CENTRE*
B SERVICE DU TOURISME ET DES CONGRÈS DE LA C.U.Q. – *TOURIST AND CONVENTION BUREAU*
C CARRÉ D'YOUVILLE – *SQUARE*
D PLACE ROYALE


GARE SAINT-ROCH
GARE DU PALAIS
Boulevard Charest
Fleurie
Sainte-Marguerite
Baronne
Côte d'Abraham
Saint-Vallier
Côte Samson
Saint-Olivier
Richelieu
Saint-Jean
Saint-Joachim
Dauphine
Sainte-Anne
Saint-Louis
Grande Allée
Mont Carmel
Avenue Sainte-Geneviève
Côte du Palais
Côte Dinan
Côte de la Canoterie
Saint-André
Saint-Paul
Charlevoix
Arsenal
McMahon
Elgin
McWilliam
Autoroute Dufferin
Avenue Dufferin
Saint-Augustin
Saint-Simon
Sainte-Ursule
Saint-Samuel
Sainte-Angèle
Avenue Chauveau
Côte de la Montagne
Port Dauphin
Saint-Antoine
Côte du Palais
Côte de la Citadelle
Cap Diamant
Promenade des Gouverneurs
Boulevard Champlain
Terrasse Dufferin
Marché Champlain
Sous le Fort
Côte du Porche
Saint-Laurent
Saint-Jacques
Dalhousie
Hôtel-Dieu
Ste-Monique
Laval
Hébert
Garneau
Christie
Fenaud
Hamel
Holt
Lacroix
Henderson
des Bains
Carré Parent
Saint-Nicolas
Saint-Paul
des Prairies
Vallières
Saint-Dominique
Mgr Gauvreau
de l'Église
Saint-François
Sainte-Marie
Sainte-Madeleine
Sainte-Geneviève
Saint-Augustin
Saint-Samuel
Saint-Jean
Saint-Joachim
Saint-Simon
Patrice
Robitaille
Lavigueur
Saint-Réal
Latourelle
Quillon
des Zouaves
Glacis
d'Auteuil
d'Youville
Panet
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d'Auteuil
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Christie
Garneau
Saint-Denis
Saint-Stanislas
Sainte-Angèle
Sainte-Ursule
Saint-Samuel
Saint-Jean
Saint-Louis
Saint-Antoine
ÉDIFICE G
(TOUR)
CITÉ PARLEMENTAIRE
PARC DE L'ESPLANADE
ÉDIFICE H
MANÈGE MILITAIRE
CITADELLE
Place Georges V
George V
Georges VI
Contoy
Saint-Augustin
Avenue Dufferin
Côte de la Citadelle
Côte de la Montagne
Port Dauphin
Saint-Antoine
Côte du Porche
Sous le Fort
Marché Champlain
Boulevard Champlain
Terrasse Dufferin
Promenade des Gouverneurs
Cap Diamant
Haldimand
Laporte
des Grisons
Avenue Sainte-Geneviève
Côte de la Citadelle
Côte du Palais
Côte Dinan
Côte de la Canoterie
Saint-André
Saint-Paul
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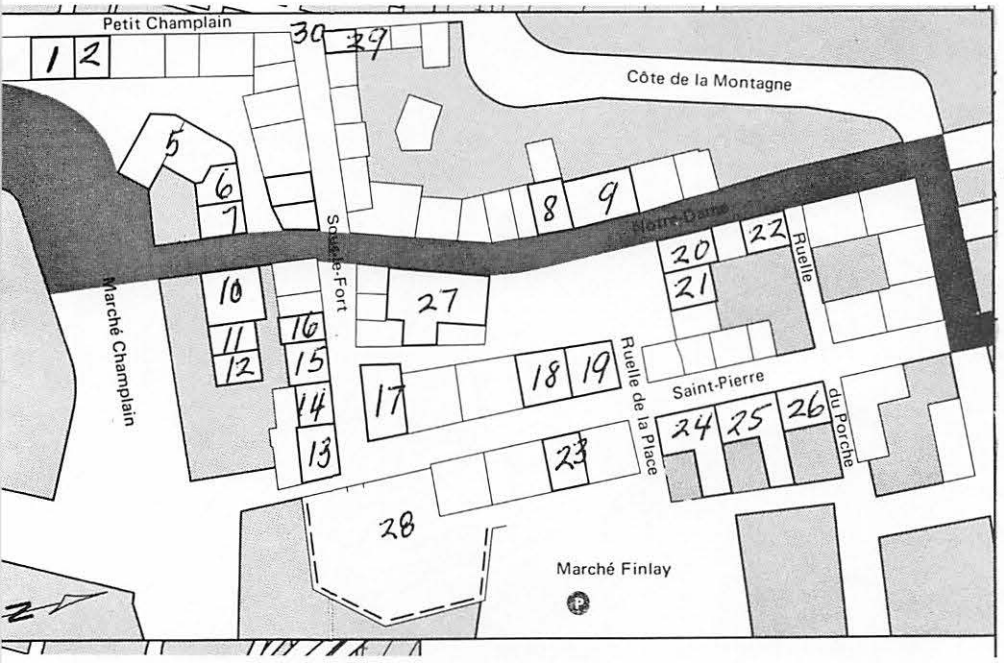
Côte du Palais
Côte Dinan
Côte de la Canoterie
Saint-André
Saint-Paul
TRAVERSIER QUÉBEC-LÉVIS
FLEUVE
SAINT L



PLACE ROYALE
(Voir gros plan / *see detailed map*)

1 *AMIOT
2 *LANGLOIS
3 DU ROY
4 *LEDUC
5 *CHEVALIER (MUSÉE / *MUSEUM*)
6 FREROT
7 CHENAYE
8 *Smith
9 *Hazeur
10 *MORIN
11 *DAVAINE
12 GRENON
13 *GUEROULT
14 *CHINIQUE
15 COUILLARD
16 MAHEU
17 PARENT
18 *FORNEL (ACCUEIL / *RECEPTION CENTRE*)
19 BABEL
20 *DUMONT
21 LE PICART
22 *MILOT
23 *L BEAUDOIN
24 *LEBER
25 *CHAREST
26 *SAINT-AMANT
27 *Église Notre-Dame-des-Victoires / *Church*
28 Vestiges de la Batterie royale / *Royal battery remnants*
29 Roger (services sanitaires / *sanitary services*)
30 Funiculaire / *Funicular*

En majuscule: restaurées / *In capitals: renovated*
* : peuvent être visitées / *may be visited*

Lower town along the banks of the St. Lawrence River is an interesting place to visit. It can be reached by an incline railway that is next to the Chateau Frontenac.

Good eating abounds in Quebec City

Eating in Quebec City is not only good, but delightful, as Mary Jane Charters tells us.

The sale of a restaurant to a multi-national conglomerate would probably go unnoticed in most parts of the world. But not in Québec City.

People cried when Kerhulu—the city's first legitimate French restaurant established in the 1920s by Joseph Kerhulu of Brittany—was bought by an ice cream motel chain. In a city that reveres its past, a historic restaurant that serves classic French cuisine means more than 37 varieties of ice cream and fried clams.

Today residents of Québec appease their sorrows at Kerhulu's soda fountain counter where the restaurant's famous patisseries are still sold.

In Québec City finding a good place to dine is easier than deciding which dish to order when you get there. Thanks to an upsurge of immigration from Europe following the Second World War and the refinement of Québec's own cooking, there are quality restaurants, brasseries, cafés or outdoor terrasses on almost every city block.

Until the late 1940s that was not the case.

"When people used to ask us for a list of French restaurants, it was easy," recalls Louis Paré, an advisor in the provincial government's ministry of tourism. "There was Kerhulu. After that the closest we got to a French restaurant was Bretanis, run by an Italian from Boston who prepared Italian and French food."

Now the Québec government hands out a list of 40 French restaurants and says that's not complete.

Québec city, once the outpost of France in the New World and centre of a sparsely populated empire that stretched from the Gaspé Peninsula to the Gulf of Mexico and from Hudson Bay to the Great Lakes, was first settled in 1608 by the tireless explorer Samuel de Champlain.

From its meagre beginnings as a simple trading post and base of operations for discoveries of routes to Asia, it has developed into one of North America's most fascinating cities largely because of Québec's devotion to preserving its French heritage.

Today the city is dotted with intimate restaurants, some of them housed in buildings three centuries old. Aux Anciens Canadiens, in the beautifully restored Maison Jacquet, is located on rue Saint-Louis, the street considered an open-air museum of Québec architecture from the 17th century. The house, constructed in 1675, is one of the oldest in Upper Town, with a roof that slopes at 51½ degrees.

The restaurant is named after a novel by French Canadian author de Gaspé who once lived there. It specializes in Québecois cuisine which conjures up visions of heavy fuel for lumberjacks. Not so at Aux Anciens Canadiens where the French Canadian chef has elevated the lowly dried bean to the hors d'oeuvre status.

Besides fèves au lard (baked beans), the restaurant offers cretons (a coarse paté), tête fromagé (head cheese), tourtière (pork pie originating from earliest colonial days), soupe aux pois (pea soup) and custard with maple syrup—all served in a country dining room furnished with antique pine

ENTRY INTO CANADA

FROM THE UNITED STATES OF AMERICA

Citizens or permanent residents of the United States can cross the US - Canada border either way, usually without difficulty or delay. They do not require passports or visas. However, to assist officers of both countries in speeding the crossing, native-born US citizens should carry some identifying paper such as a birth, baptismal or voter's certificate which shows their citizenship. Naturalized US citizens should carry a naturalization certificate or some other evidence of citizenship, in case they are asked for it. Permanent residents of the United States who are not American citizens are advised to have their Alien Registration Receipt Card (US Form I-151).

Persons in the United States as visitors who wish to visit Canada and then return to the United States should check with an office of the US Immigration and Naturalization Service to make sure that they have all the papers they need to get back into the United States after visiting Canada.

Temporary visitors in the United States who wish to visit Canada do not need visas. Persons in continuous transit through the United States are not considered as temporary visitors in that country.

An applicant for entry under the transit without visa privilege must establish that he is admissible under the immigration laws; that he has confirmed and onward reservations to Canada; and that he will continue his journey on the same line or a connecting line within eight hours after his arrival in the United States. Such a traveler shall not transfer to a connecting transportation line more than twice, the second form of transportation departing foreign (but not necessarily non-stop foreign). The total period of waiting time for connecting transportation should never exceed eight hours unless there is no scheduled transportation within that eight-hour period. In that case, the traveler must continue his journey on the first available form of transportation.

Persons under 18 years of age who are not accompanied by an adult should bring a letter with them from a parent or guardian giving them permission to travel into Canada.

PERSONAL BAGGAGE AND TOBACCO

The necessary wearing apparel and personal effects in use by the visitor are admitted free of duty. Up to 50 cigars, 200 cigarettes and 2 pounds (.9 kilograms) of manufactured tobacco may be allowed entry in this manner. To import tobacco products a person must be 16 years of age or over.

ALCOHOLIC BEVERAGES

Each visitor may import 40 ounces (1.1 litres) of liquor, 40 ounces of wine, or 288 ounces (approximately 8 litres) of beer or ale (24 12-ounce (336 ml.) cans, 18 16-ounce (448 ml.) cans) into Canada as personal baggage, duty-free. Anything in excess of this amount is subject to duty and taxes, and requires a provincial permit.

VEHICLES

The entry of vehicles and trailers into Canada for touring purposes, for periods up to 12 months, is generally a quick, routine matter, without payment of customs' assessment, and any necessary permits are issued at the port-of-entry. Rental trailers of the u-haul luggage variety may be subject to a nominal deposit which is refundable on proof of exportation of the trailer. Motor vehicle registration forms should be carried and if the vehicle is rented from a car rental company, a copy of the rental contract stipulating use in Canada also. If a tourist enters Canada using a vehicle not registered in his name, it is suggested that he carry a letter from its registered owner authorizing the use of the vehicle.

Vehicles from all countries other than the United States, except the State of Hawaii, transported directly to Canada by air or sea, must be thoroughly washed or otherwise treated to remove all soil, and an affidavit or declaration to that effect must accompany the vehicle. (Vehicles arriving in the United States must meet the same requirements and are similarly inspected by US officials on arrival.)

All drivers' licenses, including International Licenses, are valid in Canada.

GAS AND OIL

Gasoline, oil, etc., for consumption are dutiable. However, reasonable quantities for the tourist's use are granted free entry; for example, gasoline and oil up to the normal capacity of the vehicle. US motorists are reminded that the imperial gallon sold in Canada is larger than the US gallon — which means fewer gallons are needed to fill their tanks in Canada.

AUTOMOBILE LIABILITY INSURANCE

US motorists planning to travel in Canada are advised to obtain a Canadian Non-Resident Interprovince Motor Vehicle Liability Insurance Card. This card is available only in the United States, through US insurance agents. All provinces in Canada require visiting motorists to produce evidence of financial responsibility, should they be involved in an accident. Financial responsibility limits vary by province.

ANIMALS

DOGS

Hunting and pet dogs, dogs for breeding purposes, or for show and exhibit, as well as bird dogs may be brought in free of duty under the following regulations:

(1) dogs from the United States must be accompanied by a certificate, signed by a licensed veterinarian of Canada or the United States, certifying that the dog has been vaccinated against rabies during the preceding 12 months. Such a certificate shall carry an adequate and legible description of the dog and date of vaccination and shall be initialed by the inspecting official at the customs port-of-entry and returned to the owner. Puppies from the United States under three months of age may be imported into Canada without a rabies vaccination;

CATS

There are no restrictions on the admission of cats into Canada. A health certificate is not required, but all animals must be known to be healthy and free of disease.

RE-ENTRY INTO THE UNITED STATES

It is, of course, the responsibility of the traveler to satisfy US immigration authorities of his right to re-enter the United States.

Normally, Canadian immigration officers will caution persons entering from the United States if they might have difficulty in returning.

Re-entry to the United States can be simplified if travelers list all purchases before they reach the border, keep sales receipts and invoices handy, and pack purchases separately for convenience of inspection.

AFTER MORE THAN 48 HOURS

United States residents returning from Canada may take back, once every 31 days, merchandise for personal or household use to the value of $100, free of United States duty and tax, provided they have remained in Canada 48 hours. The exemption will be based on the fair retail value of the article acquired. Goods must accompany the resident upon arrival in the United States. Members of a family household traveling together may combine their personal exemptions — thus a family of five could be entitled to a total exemption of $500. Up to 100 cigars (non-Cuban in origin) per person may be imported into the United States by US residents. One quart (32 oz. US, 910 millilitres) of alcoholic beverages may be imported if the resident has attained the age of 21 years. There is no limitation on the number of cigarettes that anyone, regardless of his age, may import for his personal use. If, however, the state laws of residence prohibit importation of any such goods, US customs will not clear them.

GIFTS

Bona fide gifts or articles other than alcoholic beverages, perfume containing alcohol, or tobacco products will be valued at the fair retail value of goods purchased and will be passed free of duty provided the aggregate value of such articles does not exceed $10. Gift packages should be plainly marked "Gift" and the value should be indicated.

PROHIBITED GOODS

US residents are now prohibited from bringing into the United States certain goods of Cuban origin, including Cuban cigars. Products of North Korea, Rhodesia, and North Vietnam are also prohibited entry into the United States.

MONEY

The money system in Canada, as in the United States, is based on dollars and cents. Because of current monetary exchange rates, there may be a difference in value between the two currencies.

Although American money is accepted in Canada, visitors are urged to exchange their funds for Canadian dollars at a bank where they will receive the prevailing rate of exchange. By using Canadian money during their travels in Canada, travelers will avoid exchange problems.

BANKING IN CANADA

Normal banking hours in Canada are 10 a.m. to 3 p.m., Monday through Friday, with extended hours available in some locations.

Travelers' checks in Canadian or U.S. dollars are the safest way to carry money. They are universally accepted by Canadian banks and major commercial establishments. U.S. currency is generally accepted in Canada, but it is preferable to convert cash or travelers' checks into Canadian funds. Stores and hotels may give a less favorable rate of exchange than is obtainable at a Canadian chartered bank.

Most American credit cards are honored in Canada, including the principal bank cards, but visitors are advised to check with their own banks before leaving home.

CANADIAN POSTAL SERVICE

Canadian postage stamps must be used on all mail posted in Canada.

As Canadian postal rates vary from those in the United States, and are subject to change, it is advisable to check rates with the post office when mailing letters or cards back to the United States.

Parcels posted in Canada for delivery in the United States, its territories and possessions, must have a customs declaration affixed. For parcel post rates, apply at a post office.

hutches, old dishes, pottery crocks and hanging lamps that now turn on with the flick of a switch.

Meals are ordered table d'hôte or à la carte and a good house wine is available by the carafon. A complete dinner for two, without liquor, runs from $15, a reasonable price for all that good food and atmosphere.

In the Latin Quarter on rue Couillard is L'Ancêtre, an historic house built in 1729; now a tiny restaurant whose cold stone exterior gives no indication of what lies within.

The house special is escalopes de veau smothered in white wine sauce, accompanied by applesauce (not the mushy canned variety) and small, delicately browned potatoes. Leave room for the Sabayon Grand Marnier, an unbelievably good classic French dessert, and go back again for onion soup Périgord and stuffed avocado. The wine list varies in selection and price, all the way from $6 to $70 for a bottle of their best.

Everything is à la carte, which can easily boost the price of a complete dinner for two over the $20 mark. But it's worth it.

Also on rue Couillard is La Chaumière, a Belgian and French restaurant, once inhabited by Calixa Lavallée, composer of Canada's national anthem, O Canada. The restaurant was formerly Le Bastogne, opened in the late 1940s by Fernand Henderson who had worked for the royal house of Belgium.

La Traite du Roy in Lower Town on Place Royale is one of the city's best and most expensive restaurants, serving excellent marinated beef, fish and veal in an old Canada setting of heavy planks, logs and unadorned stone.

Close by are Le Vendôme and Chez Rabelais, two more highly rated dining rooms in a city full of good food. Chez Guido on rue Sainte-Anne is

SOME IMPORTANT TRAFFIC SIGNS

Most traffic signs in Canada are easy to understand from their inscriptions. Examples:

Stop

Drive slowly

Yield right of way

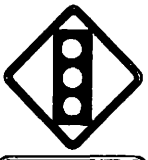
Narrow bridge

Others are self-explanatory. Examples:

Drive on the right

No left turn

Children at play



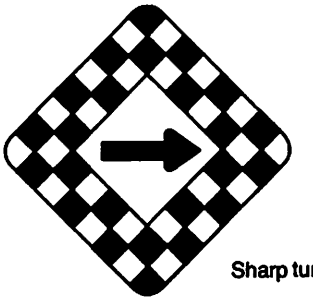
Traffic light at a distance of 500 feet = ca. 170 m

Railway crossing

Right turn

Winding road

School


Sharp turn

Speed limits are clearly marked. Examples:

Speed limit 30 miles per hour = ca. 48 km/h

or

Maximum speed 60 miles per hour = ca. 96 km/h

Recommended speed in curves, or where road is under construction, is indicated like this

recommended for Italian dishes; Le Chalet Suisse (also called Aquarium) just down the street, is noted for fish. Around the corner on rue du Trésor, the artists' alley, is La Nouvelle-France, an outdoor terrasse, closed during winter, that prides itself on onion soup.

Another leading restaurant is Le Continental, run by "the two Luigis" with Stefano and Angelo. Flaming steaks, lobsters and French liquor cakes are their forte.

Still more small restaurants can be found near the provincial Parliament buildings. Among the best is Le Trianon, named after Marie-Antoinette's permanent residence in France during the reign of Louis XV. It's located on Grande-Allée, and includes dishes of salmon, rabbit and trout on its list of specialties.

In the same block on Grande-Allée are Le Bonaparte and George V, two more recommended dining spots.

The best bargain in town can be found at les brasseries, the French-Canadian equivalent of English pubs, where lunch and a draft costs anywhere from $2 to $5. Across the square from City Hall is Le Gaulois; on Saint-Louis is Passe Muraille, which serves fresh oysters on the half shell in season.

The usual fare is stew, chili con carne, special sandwiches, steaks, tourtière and fried chicken.

In addition to all the city's small restaurants there are hotel dining rooms, not the place to eat in some cities. But Québec City is different.

Centre of the city and training ground for some chefs is the Château Frontenac, located on Place d'Armes overlooking the St. Lawrence River. The Château, built to resemble a French structure, is one of Canada's railway hotels (owned by Canadian Pacific) and a Québec City landmark.

The Château is known for its excellent food, the menu described as "a classic example of first rate international cuisine designed with demand and efficiency in mind" according to the fastidious Gourmet magazine.

Besides memorable breakfasts and dinners, tourists can go to the hotel for a typically non-French "afternoon tea" served with a seafood salad, pastries or dainty sandwiches—the kind with no crusts.

The Château is currently undergoing a $10 million facelift which will add three more restaurants, three additional lounges and a shopping mall built to look like a French-Canadian village.

In its annual directory of where to stay in the province, the Québec government gives the Château "three forks" for its cuisine, the top billing. (Only hotel dining rooms are rated.) But four other hotel/motels in Saint-Foy, the major residential suburban area of the city, rate a "two fork" notation which is "excellent". Three is described as "one of the best cuisines in its category," a modest accolade.

The four other hotels are Auberge Holiday Inn, Auberge des Gouverneurs, Château Bonne Entente and Ramada Inn Auberge Nouvelle-Orléans. Two new hotels near the Parliament Buildings—Loews Le Concorde and Québec Hilton—also have lavish dining rooms, not yet rated.

Washington Report:

ConRail is off and running

By Michael Marsh

Conrail, America's great experiment in semi-public railroading, has now entered on its era of change. Conrail management's first operational goal, in the words of its chairman, Edward Jordan, was to "minimize service disruptions" on "conveyance day," April 1.

By general consensus, that goal was achieved. A Conrail spokesman described the takeover by the new company from six former bankrupt roads as "a major non-event." By that he meant there were "no snafus, no service interruptions." From the labor side, C. J. Chamberlain, chairman of the Railway Labor Executives' Association, commented that "given the complexities involved, it's nothing short of a miracle that the first weeks went so smoothly."

After the opening period though, Jordan stressed that "in the early months following conveyance we will work to physically combine the system . . . to build a new railroad." This is the era that's now beginning.

Some of the operational changes have already been implemented. They include some schedule improvements, the closing (later challenged) of 33 piggyback terminals on the former Erie Lackawanna and other lines, and sharp cutbacks or phasing out at several shops on the former Erie Lackawanna and Reading.

Also on the negative side was the abolishment of some 3,000 positions from the six former bankrupt roads. And chairman Jordan has said there may be "further job abolishments for the next year." However, employes affected by the job abolishments are eligible for extensive protective benefits enacted by Congress.

More positively, it seems likely Conrail will be employing substantially more people in some crafts, as its rehabilitation programs get under way. As this was written, Conrail officials were making no specific predictions. But an earlier estimate by Conrail's federal "parent," the U.S. Railway Association, said that "during 1976 Conrail will require approximately 3,400 additional employes," chiefly in the maintenance of way and in communications and signal crafts. In other crafts, a surplus of 3,300 employes was projected. Moreover, USRA predicted that in 1977 Conrail would add nearly 6,000 more employes. In addition, USRA noted that Conrail will have an estimated 5,400 vacancies each year from attrition, as employes retire, die or quit.

All the above figures were based on a "small" Conrail, with portions of former Erie Lackawanna and Penn Central trackage to be taken over by the Chessie and the Southern. Those arrangements fell through. Thus Conrail began life as a "big" system, with practically all the trackage of the six former bankrupts and with some 95,000 instead of 90,000 active employes.

Plans drawn up for Conrail by USRA, and approved by Congress, call for massive new spending to revitalize the system. Specifically, over the next decade, capital spending by Conrail is projected at $6.844 billion, including $4.863 billion for roadway and $1.981 billion for buying new equipment. Most of this money will come from Conrail's own revenues, some of it from borrowing and $2.026 billion from government investment. Congress has already appropriated the federal share.

In maintenance of way, the plan projects laying over 4,000,000 new ties a year for the next decade, plus a steadily increasing quantity of new rail—rising from 480 miles in 1975 and 727 miles in 1976 to 1,340 miles in 1980 and each year beyond.

Plans for maintaining locomotives and freight cars will require capital improvements at most of the Conrail major shops, USRA projected. Acquisitions of equipment will focus more on new locomotives than new freight cars. The plan calls for acquiring 1,353 new locomotives over the next decade and retiring slightly more, thus dropping the total fleet somewhat from 4,737 to 4,700. On freight cars, the plan calls for acquiring 25,103 over the next decade and retiring 85,956, thus dropping the fleet from 176,462 down to 115,609. This could be done, USRA said, by increasing freight car utilization by 28%.

In the operating end, the USRA plan also projects various changes aimed at improved efficiency. In route selection, this includes shifting most freight from the old Penn Central Northeast Corridor routes, which will be devoted largely to passenger traffic. Also the plan calls for down grading the former Erie Lackawanna main line between Chicago and northern New Jersey, using it chiefly for local freight service.

In classification yards and terminals, the plan calls for numerous efforts to "rationalize" operations, by consolidating fa-

ceiving social security benefits also get duplicate increases in their railroad annuities?

The increase in the tier one portion of their annuity is reduced by the amount of the increase in their social security benefit. In cases where the social security increase is equal to or greater than the increase in their railroad annuity, only the tier two increase will be paid by the Board as it is not subject to reduction due to social security entitlement.

6. When can an annuitant expect to receive this increase?

Most annuitants will receive the increase in the check they receive on July 1; this check represents their annuity payment for the month of June.

The increases for some annuitants may be delayed but such increases will be paid, as soon as possible, retroactively to the effective date of the increase, so no benefits will be lost.

7. Are the supplemental annuities paid by the U.S. Railroad Retirement Board also being increased?

No. These supplemental annuities are not affected by the cost-of-living increases.

8. Will Medicare premiums, which are deducted from railroad retirement and social security checks, also increase this July 1?

Yes, the basic Medicare premium deduction will increase from $6.70 to $7.20 this July 1.

Amtrak may get more money this year

The House Committee on Interstate and Foreign Commerce today reported legislation giving Amtrak an additional $75 million for operating expenses in 1977.

Although the total funds for 1977 increased to $430 million from the previously authorized $355 million, it fell far short of the $501 million need projected by the General Accounting Office. The Department of Transportation had recommended an operating subsidy of $378 million.

Rep. Fred B. Rooney, (D-Pa., 15th District), Chairman of the Subcommittee which brought the bill before the Commerce Committee, argued that if only $378 million were authorized, Amtrak would have to discontinue as many as 19 routes.

Citing Amtrak's receipt of new equipment and the expected improvement in railroad track under other rail legislation moved through Congress under his guidance, Rooney said, "It appears obvious that this is not the time to reduce service. Amtrak should have a fair chance to operate a good service on its routes."

The bill also authorizes $140 million for 1977 capital expenditures and the same amount for 1978. According to Rooney, those expenditures will include $50 million for passenger cars, $45 million for facilities, $30 million for right-of-way improvement, and $10 million for locomotives.

Other provisions of the bill authorize Amtrak to hire its own security force without regard to State laws, enter into leveraged lease agreements with federal loan guarantees and exempts Amtrak from paying property transfer taxes or providing food services at any time other than normal meal times.

Improving your present home can save you money

By Sidney Margolius

With most wage-earner families effectively priced out of the market for new homes, now at a national average of $40,000, more homeowners are repairing, improving and expanding present houses.

This spring has seen a sizable jump in repairing and modernizing, reports John Cherveny, General Manager of Ferndale Cooperative, a Michigan-based repair service which also acts as adviser to similar services in other regions.

One result of the hard winter in some areas has been an increase in roof repairs and replacements. Many homeowners also are remodeling kitchens. But also noticeable is an increase in expansion projects which add more space to existing structures. Such expansions especially include finishing basements, building dormers to enlarge attics, and even adding rooms, Cheverny reports. Other frequent expansions include installing additional bathrooms and adding garages.

There is no longer any shortage of materials but prices on some items such as aluminum siding are still rising, Cheverny reports.

Unfortunately, one of the biggest increases has been in asphalt roofing. If bad weather has caused some leaks, spot repairs may be sufficient rather than installing a whole new roof.

One of the least expensive ways to add space is through basement conversion. Typically, a family can gain 400 square feet of living space for TV and other activities this way. The basement already has the structure for the floor, ceiling and walls already in place, construction experts point out. But you do need to start with a dry basement. Some of the more conscientious contractors say they won't do conversions if the basement is wet, as the results may never be satisfactory.

Kitchen renovation is one of

the most expensive jobs, sometimes costing $5,000 or more if you require all new cabinets and fixtures. You may be able to reduce the cost by comparison-shopping for equipment. Suppliers give contractors sizable margins on cabinets, especially. So-called "list" prices often are actually twice as much as the wholesale price. According to price lists we have on hand, a base cabinet that has a retail list price of $128 really may cost the contractor $64.

Other kitchen equipment has somewhat lower margins, more usually 30-40% of the list price.

Thus, it pays to get several bids on any large job. But it's also vital to verify the reputation of contractors by consulting the Better Business Bureau, and your credit union or the modernization loan officer at your savings association or bank. Also get referrals from neighbors and friends who have used various contractors.

You should be aware that along with the increase in home-improvement projects, complaints about unsatisfactory and even uncompleted jobs have gone up. Other grievances often reported by BBB and state officials include exaggerated claims of savings, and bait and switch tactics.

Be especially wary of contractors who want a large cash advance, warns the Nassau County, N.Y., Consumer Affairs Office. Several Maryland contractors were found to have collected in advance for repairing roofs and installing gutters. The inducement was a promise of doing the job immediately. But homeowners complained that jobs weren't finished and attempts to get them done or get money back were unsuccessful.

Practices on deposits vary. Some salesmen try to get larger downpayments; for example, one-third down, one-third as the job progresses and the rest on completion. On moderate-size cash jobs, deposits of 10 to 15% are frequent.

On jobs financed through a home-modernization loan the contractor will get his payments from the lender. But here, you need to be careful not to sign a completion certificate before the job is finished according to the terms of the contract.

Otherwise the contractor can take the signed certificate to the lender and get his money before the work is done. The completion certificate is supposed to protect you against unfinished work. But once the bank or other lender gets that certificate you have to make payments whether the work is satisfactory or not.

In some cases homeowners have signed completion certificates without realizing it. The New York City Consumers Affairs Department reported that some contractors slipped completion certificates into a pile of papers which the consumer signed without examining because they believed all the documents were copies of the top paper. The Nassau County Consumer Office even found some consumers signed the completion certificate the same day they signed the contract for the job.

Sometimes, too, consumers have signed certificates prematurely because the contractor said he needed more money to buy materials.

To protect consumers who may not be aware of what they are signing, one large finance company now even sends the certificates directly to the consumers with a letter advising them to be sure jobs are finished before signing.

Also keep in mind that if you have second thoughts about any deal you make for home repairs, Federal Trade Commission regulations allow you three days to cancel the contract.

Railroad Evangilists will meet in Indiana in August

The Railroad Evangilistic convention will be held at Grace College, located at Winona Lake, Indiana, August 16-20. All railroaders, their wives, truck drivers, bus drivers and all transportation employes and retirees are welcome to attend. For additional information, please contact Elmer Ward, 9230 Woodenbridge Road, Philadelphia, PA 19114 or Esther L. Peterson, Box 253, Gildford, MT 59525.

Postal rates in the U.S. are a bargain

The 13¢ for sending first class letters in the United States is really a bargain compared to sending letters in foreign countries. In a table published in the April 29 issue of the Congressional Record, Fred M. Beman, Postmaster, Ames, IA, writing to Congressman Tom Harkin, reported the following:

	Cents
U.S.A.	13.0
West Germany	19.5
Netherlands	19.0
Sweden	21.1
France	18.4
England	18.3
Japan	16.8
Belgium	17.0
Australia	23.3

General Committee News

Standing (left to right) are: L. M. Petty, local chairman, Santa Fe Lodge 121 and vice-general chairman; J. C. Hancock, local chairman, Santa Fe Lodge 121; H. M. Pitts, local chairman, Navajo Lodge 172; J. D. Cummings, local chairman, Lodge 185 Kansas City Southern; J. Jacobs, local chairman, Rocky Mountain Lodge 161; W. H. Little, local chairman, San Joaquin Valley Lodge 173 and vice-general chairman; R. L. Leach, local chairman, Midwest Lodge 33; H. Haines, local chairman, Lodge 185, trustee and assistant general chairman; D. E. Johns, local chairman, Rocky Mountain Lodge 161; R. L. Pulliam, local chairman, Midwest Lodge 33; M. O. Weber, local chairman, Mission Lodge 156 and chairman, Board of Trustees; and C. F. Bollacker, local chairman, Rocky Mountain Lodge 161. Seated (left to right) are: J. R. Riggs, local chairman, Carrollton Lodge 20 and senior vice-general chairman and trustee; J. D. Williams, former senior vice-general chairman; J. T. Bass, BofRS vice-president; C. J. Chamberlain, BofRS president; R. R. Van Vacter, general chairman; W. D. Best, BofRS vice-president; and C. M. Page, local chairman, Midwest Lodge 33 and general secretary-treasurer.

Santa Fe-KCS general committee elects officers for new term

General Chairman R. R. Van Vacter was reelected as general chairman of the Santa Fe-Kansas City Southern General Committee at the November 7-8, 1975 meeting. Also elected at that time were: J. R. Riggs, senior vice-general chairman and trustee; W. H. Little, vice-general chairman; L. M. Petty, vice-general chairman; H. Haines, assistant general chairman and trustee; and C. M. Page, general secretary-treasurer. M. O. Weber was elected chairman of the Board of Trustees.

President C. J. Chamberlain brought members up-to-date on current events of interest to the signalmen including activities on the legislative front in Washington. Vice-Presidents J. T. Bass and W. D. Best also spoke on matters of interest as well as assisting in the election of officers and installation ceremonies.

H. H. Herrington, manager-labor relations Santa Fe, briefed members about the negotiations of the new July 1, 1975 agreement between the railway and the signalmen; and L. R. Thomas, general superintendent communications and signals Santa Fe, discussed implementation of this new agreement.

BofRS President C. J. Chamberlain (left) congratulates Henry S. Gerth upon his reelection as general chairman C&NW-GB&W-CRI&P-JTD General Committee. Also shown here are Vice-General Chairman R. E. Hickerson (next to Gerth) and A. E. Nenn, secretary-treasurer.

C&NW general committee elects officers for new term

Henry S. Gerth, general chairman of the Chicago & North Western—Chicago, Rock Island & Pacific—Green Bay & Western-Joint Texas Division General Committee, was reelected for a new term of office at last fall's meeting. Other officers elected included R. E. Hickerson as vice-general chairman CRI&P; V. Unger, vice-general chairman C&NW; and A. E. Nenn, secretary-treasurer of the General Committee. Trustees elected were: J. D. Boots, H. DePaepe and P. Singletary with Brother DePaepe being elected chairman of the Board of Trustees.

C. J. Chamberlain, BofRS president, addressed the group and brought them up-to-date on current events in the railway labor movement as well as the latest information concerning the Brotherhood. John E. Hansen, director of research, addressed the group on the making of inspections to meet FRA Rules, Standards and Instructions as well as stressing the importance of the Signalmen's Political League. R. W. Russell, vice-president personnel-labor relations C&NW, discussed the economy of the railroads as well as the financial conditions on the C&NW. He said that the personnel rehabilitation program concerning alcohol and drugs has been successful. For example, 51 people are in rehabilitation and are making

Shown here standing (rear, left to right): C. J. Chamberlain, BofRS president; M. W. Kiser, local chairman of Martin Lodge No. 17; A. E. Nenn, secretary-treasurer; H. De Paepe, Jr., local chairman Lodge No. 130; and R. Rooney, of Lodge 130. Middle row (left to right) are: G. G. Ruhl, local chairman Lodge 78; R. E. Hickerson, vice-general chairman; and W. D. Best, vice president BofRS. Kneeling in front (left to right) are: H. S. Gerth, general chairman; P. R. Singletary, local chairman Madison Lodge No. 39; J. E. Hansen, BofRS director of research; K. W. Van de Walker, local chairman Maple Leaf Lodge 98; J. D. Boots, local chairman Pioneer Lodge No. 23; and B. J. Bruhling, local chairman Omaha Lodge 168.

Standing (left to right) are: R. E. Hickerson, vice-general chairman; H. S. Gerth, general chairman; A. E. Nenn, secretary-treasurer; and W. D. Best, vice-president BofRS. Seated (left to right) are: P. R. Singletary, trustee; H. De Paepe, Jr., chairman of the trustees; and J. D. Boots, trustee.

progress. He also mentioned that approximately 60 students are attending the signalmen's training school. D. Rerat and V. Hughes, of the law firm of Rerat, Crill, Foley and Boursier, discussed the filing of claims for injury and the Federal Employers' Liability Act and what an employe's rights are under the act. W. D. Best, vice president BofRS, led a general discussion and also mentioned the possibility of the BofRS establishing a signal academy to train signal employes. L. T. Davies, general chairman, Milwaukee Road, talked about the possibility of merging the Milwaukee Road General Committee with some other general committee. The C&NW — CRI&P — GB&W — JTD committee approved a resolution to direct General Chairman Gerth of look into the situation about possible merging of the Milwaukee General Committee with the C&NW Committee. Brother Davies mentioned that his General Committee consists of four locals and approximately 200 members.

Vice-President Best installed the newly elected officers toward the close of the meeting on Monday, October 27.

In addition to General Chairman Gerth the following members were present at this meeting: A. Nenn, C&NW Local 9; M. Kiser, CRI&P Local 17; J. Boots, CRI&P Local 23; P. Singletary, C&NW Local 39; G. Ruhl, CRI&P Local 78; K. Van de Walker, CGW Local 98; H. De Paepe, Jr., C&NW Local 130; B. Bruhling, C&NW Local 168; R. Hickerson, CRI&P Local 183; L. T. Davies, general chairman, Milwaukee Road; J. E. Hansen, BofRS director of research; W. D. Best, vice president BofRS; C. J. Chamberlain, president, BofRS; and R. Rooney, member from C&NW Local 130.

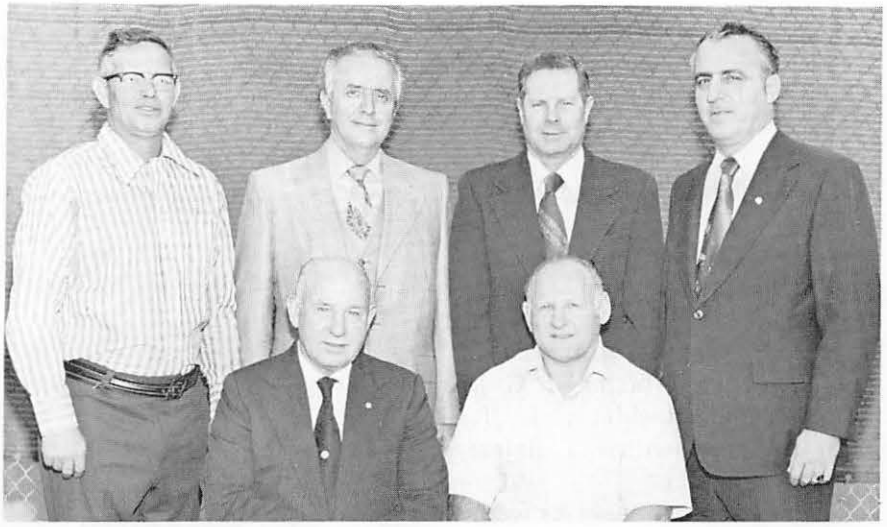
Shown here standing (left to right) are: E. H. Phillips, local chairman, Los Angeles Lodge 104; L. J. Mortenson, local chairman, Tucson Lodge 126; J. C. Anderson, local chairman, Roseburg Lodge 152; J. Hicks, local chairman, Los Angeles Lodge 104; P. C. Gowan, local chairman, El Paso Lodge 182; G. Bozaan, vice-general chairman; and L. H. Carmichael, local chairman, Sacramento Lodge 179. Seated (left to right) are: V. Van Artsdalen, local chairman, Sacramento Lodge 179; R. E. Wierma, local chairman, P. J. Lukes Lodge 153; J. T. Bass, BofRS vice-president; A. M. Dickey, general secretary-treasurer; W. E. Crawford, general chairman; O. C. Lewis, vice-general chairman; R. T. Bates, BofRS secretary-treasurer; M. B. Frye, BofRS vice-president; and D. R. Thomas, local chairman, Sacramento Lodge 179.

Crawford re-elected general chairman of SP-WP committee

General Chairman W. E. Crawford was reelected to hold that post for another term to head the Southern Pacific—Western Pacific—Pacific Electric General Committee. Other officers elected for the next term include: Owen C. Lewis of the Western Pacific as vice-general chairman; G. Bozaan of the Southern Pacific as vice-general chairman; A. M. Dickey as general secretary-treasurer, and three trustees: J. L. Wiltse, V. L. Griffith and H. J. Farr, all from Local 92.

Grand lodge officers present included: C. J. Chamberlain, president; R. T. Bates, secretary-treasurer; J. T. Bass and M. B. Frye, vice-presidents. President Chamberlain spoke to the Committee on activities at Grand Lodge and at the national level. Vice President Frye gave a short class in claim filing and handling. Attorneys George E. Bodle and Frederick Nelson spoke to the Committee on the Federal Employers' Liability Act.

The Committee voted to arrange for a three day meeting, the date to be set at the discretion of the general chairman and Secretary-Treasurer R. T. Bates. It is planned that Brother Bates will hold a training seminar for local financial secretaries and Vice-President M. B. Frye will hold a training seminar for local chairmen.



Standing (left to right) are: A. M. Dickey, general secretary-treasurer SP-WP-PE General Committee; M. B. Frye, BofRS vice president; J. T. Bass, BofRS vice-president; and R. T. Bates, BofRS secretary-treasurer. Seated (left to right) are: W. E. Crawford, general chairman; and O. C. Lewis, vice-general chairman.

General Secretary-Treasurer A. M. Dickey (left) poses for the camera along with W. E. Crawford, general chairman (center) and O. C. Lewis, vice-general chairman of the SP-WP-PE General Committee.

Sedlacek elected to head UP general committee

L. C. Sedlacek was elected general chairman of the Union Pacific General Committee at the November 12, 1975 meeting in Salt Lake City, Utah. Chairman Sedlacek was also elected secretary-treasurer of the General Committee. Other officers elected at the meeting include: O. E. Anderson of American Lodge No. 111 as vice-general chairman. The three Trustees elected are: M. W. Brown of Rock Springs Lodge No. 8; B. E. Price of Eureka Lodge No. 19; and W.

Those attending the Union Pacific General Committee meeting included the following: standing (left to right) are: L. C. Sedlacek, newly elected general chairman; C. J. Chamberlain, BofRS president; D. L. Kohler, local chairman, Rock Springs Lodge No. 8; J. T. Bass, BofRS vice-president; H. W. Parsons, former general chairman; and B. E. Price, trustee. Seated (left to right) are: O. E. Anderson, vice-general chairman; M. W. Brown, trustee; W. M. Lucas, trustee; and W. R. Evans, local chairman, Portland Lodge No. 155.

M. Lucas of Rock Springs Lodge No. 8.

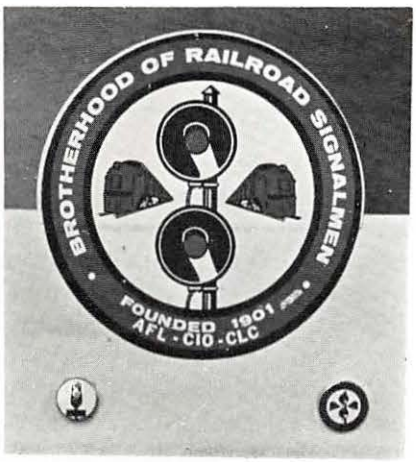
BofRS grand lodge officers attending the meeting and bringing members up-to-date on current events affecting the Brotherhood and UP members included: C. J. Chamberlain, president; J. T. Bass, vice president; R. T. Bates, secretary-treasurer.

Several items of business were handled by the committee during the day which included a general discussion on matters of interest to all. In the evening committee members and grand lodge officers attended a dinner hosted by Union Pacific's Vice-President Labor Relations G. L. Farr and Chief Engineer R. M. Brown. Following the dinner Mr. Brown presented President Chamberlain with a set of switch lamps which had been nickel plated and equipped with electric lighting to serve as table lamps.

Many important subjects were handled by the committee on the second and third days of the meeting including in-depth discussion of claims now being handled by the committee at all levels.

Shown here at a working session of the UP General Committee are the following (listed clockwise around the table beginning lower left): O. E. Anderson, vice general chairman; M. W. Brown, trustee; W. M. Lucas, trustee; W. R. Evans, local chairman Lodge No. 155; C. J. Chamberlain, president BofRS; H. W. Parsons, general chairman (at the time the picture was taken); J. T. Bass, BofRS vice president; B. E. Price, trustee; D. L. Kohler, local chairman Rock Springs Lodge No. 8; and L. C. Sedlacek, newly elected general chairman and secretary-treasurer.

UNION PACIFIC: **W. J. Dolifka,** signal maintainer at Lawrence, KS, has retired after 33 years of service with the railway. **H. B. Robinson,** relay repairman at Pocatello, ID, has retired after serving 22 years with the railroad. Brothers Dolifka and Robinson are members of Rock Springs Lodge No. 8.



Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Golf caps with the BofRS emblem in color are available in Medium size with adjustable head band. These lightweight, net caps come in Red, Black or White.

New history of the BofRS is now available

A complete new history of the Brotherhood of Railroad Signalmen has been written by A. E. Lyon, president emeritus which covers the 75 years of the Brotherhood since its founding in 1901.

Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Master National Agreement book has basics

The basic provisions of national agreements negotiated with U.S. railroads and the BofRS are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 21 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S—Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2.

Signalman's training books are available

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

Use this handy order form:

The SIGNALMAN'S Store

PLEASE SEND ME THE FOLLOWING ITEMS:

_____Golf caps @ $3.75 each. ____R ____B ____W

_____Coaster (black and gold) @ 10¢ each.

_____Coaster (red and green) @ 15¢ each.

_____Cloth emblem @ $1.50 each.

_____Colorlight signal lapel pin @ $1.50 each.

_____BofRS red, gold lapel pin @ $2.00 each.

_____Decals @ 15¢ each. _____3 inch _____4 inch

_____History of BofRS _____@ $9.95 each.

_____General Chairman & Local Chairman's Manual @ $3.00 each.

_____Signalman's training books @ $18.00 per 8-volume set.

_____Vol. 1 @ $2.50 each. _____Vol. 5 @ $2.50 each.

_____Vol. 2 @ $2.50 each. _____Vol. 6 @ $2.50 each.

_____Vol. 3 @ $2.50 each. _____Vol. 7 @ $2.50 each.

_____Vol. 4 @ $2.50 each. _____Vol. 8 @ $2.50 each.

_____Master National Agreement Book @ $7.95 each.

Minimum order accepted is $5.00. Please make check or money order payable to **R. T. Bates** and send with this coupon to him at **Brotherhood of Railroad Signalmen, 601 W. Golf Road, Mt. Prospect, Ill. 60056.**

Amount enclosed $_____

Name_____Local No._____

Address _____

City_____State (Province)_____Zip_____

News About Members

Class No. 9 at Milwaukee Road's signal training center are (left to right): Thomas L. O. Pogodzinski (local 61); William A. Anderson (local 61); Clyde N. Neace (local 219); James R. Hall (local 219); Ronald S. Molback (local 219); Raymond E. Harris; Tim C. Bigley (local 61); and Anthony E. Marks (local 219). At far right is the instructor Loren E. Sandstrom, staff engineer signals.

Signal Class No. 9 graduates from school

Milwaukee Road's ninth signal training class graduated on August 8, 1975 after having completed work at the Signal Training Center in Milwaukee, WI. The eight graduating students were complimented on their achievement by BofRS Vice-president **W. D. Best,** who also pointed out the value of such training for the employe and the railroad. **L. T. Davies,** general chairman, presented each graduating student with a BofRS lapel pin. Diplomas were presented to the eight men by **B. J. Worley,** vice-president and chief engineer, MILW.

Interestingly most of the men have some formal education beyond high school, and **Raymond E. Harris,** who does not, had previous signal experience on the Gulf, Mobile & Ohio. Harris, who is 41, started on the GM&O as a signal helper in 1959 and had advanced to office engineer when he was caught in the IC-GM&O merger in 1972. He has been with the Milwaukee Road since May 1974 and is assigned as a signal designer in the Chicago signal engineer's office.

Thomas L. Pogodzinski, 24, signal maintainer assigned at Walworth, WI and resides in Okauchee, WI, attended La Crosse State University for two years majoring in history. He joined the MILW in April 1973.

William A. Anderson majored in geology at the University of Wisconsin at Madison. He had previous signal experience on the Chicago & North Western as an assistant signal maintainer. He joined the MILW in April 1974, and at age 23 is an assistant signalman working in Signal Foreman **L. F. Carlson's** crew. Anderson resides in New Lisbon, WI.

Clyde N. Neace, 22, is an assistant signalman working out of Bensenville, IL. He joined the railroad in April 1974, just a month after completing an electrical engineering course at Chicago Technical College.

James R. Hall, a special signal maintainer, assigned to Ottumwa, IA but residing in Clinton, joined MILW in February 1974. He took an electronics course at United Electronics Institute in West Des Moines, IA. He is 22.

Ronald S. Molback, 20, is an assistant signalman assigned to Signal Foreman **J. W. Fox's** crew working out of Waukegan, IL. He attended Lake County College from 1972 to 1974 when he joined the railroad.

Tim C. Bigley, 22, is an assistant signalman assigned to Signal Foreman **E. W. Wellenstein** at the Milwaukee Signal laboratory. He majored in chemistry at College of St. Thomas at St. Paul for two years. Brother Bigley joined the MILW in February 1974.

Anthony E. Marks, 21, is a signalman assigned to J. W. Fox's crew. He joined the MILW in February 1974 after graduating from Mechanics School.

Samuel W. Oakley, signal maintainer, Seaboard Coast Line, is serving his fourth consecutive term as mayor of Weldon, NC. Brother Oakley is a member of Lodge No. 16 and began his railway service in 1946 as a signal helper. He was later promoted to signal maintainer and has his headquarters at Weldon. He is shown here in his new office at Town Hall which was dedicated Feb. 1, 1976. Brother Oakley has been in the town's government for more than 12 years and has served as mayor during the last eight years.

BESSEMER & LAKE ERIE: **Clifford E. Rhoades,** signal maintainer at Greenville, PA, has retired. Brother Rhoades, a member of Grand Lodge No. 200, was a former general chairman on the B&LE.

BURLINGTON NORTHERN: **Wilfred A. Kuhry,** signal maintainer at Havre, Mt, and a member of Great Northern Lodge No. 154, has retired.

CHESSIE SYSTEM: **G. E. Cox,** signal maintainer at Leesburg, OH, and **H. F. Morris,** signal

maintainer at Westport, IL, have retired. Brothers Cox and Morris are members of Winton Lodge No. 94. **G. W. Founds,** signal maintainer at Nottingham, PA, and **F. F. Randolph,** signal maintainer at West Union, WV, have retired. Brothers Founds and Randolph are members of Monumental City Lodge No. 31. **Hunter Cyrus,** signalman at Barboursville, WV, and **Stanley L. Thompson,** signal foreman, also at Barboursville, have retired. Brothers Cyrus and Thompson are members of Lodge No. 128. **Willis W. Hatcher,** signal maintainer at Hinton, WV, and **L. M. Kelly,** signal maintainer at Meadow Creek, WV, have retired. Brothers Hatcher and Kelly are members of Clifton Forge Lodge No. 89. **V. H. Ayers,** signal maintainer at Columbus, OH, and a member of Hocking Lodge No. 216, has retired. **Homer Bowen,** signalman at Ashland, KY, and **Cecil V. Hensley,** lead signal maintainer at Louisa, KY, have retired. Brothers Bowen and Hensley are members of Evans Lodge No. 221. **D. E. Matson,** signal maintainer at Brockway, PA, and a member of Monumental City Lodge No. 31, has retired.

NORFOLK & WESTERN: **John T. Carr,** signal maintainer at Hicksville, OH, and **Milton G. Markley,** signal maintainer at West Lafayette, IN, have retired. Brothers Carr and Markley are members of Wabash Lodge No. 55. **Don C. Cox,** signal maintainer at Welch, WV, and a member of Goodwin Lodge No. 77, has retired.

SANTA FE: **Paul M. Bilbrey,** signal maintainer at Ponca City, OK, retired January 31, 1976 after completing 34 years service with the railway. Brother Bilbrey is a member of Midwest Lodge No. 33.

SOUTHERN PACIFIC: **L. H. Hendershot,** assistant signalman at Harwood, TX, and **D. J. Vincent,** signal maintainer at Youngsville, LA, have retired. Brothers Hendershot and Vincent are members of Gulf Coast Lodge No. 99. **C. F. Pate,** signalman at Temple City, CA, and a member of Los Angeles Lodge No. 104, has retired. **R. T. Bart,** signal technician at Eugene, OR, and a member of Roseburg Lodge No. 152, has retired. **C. J. Lenander,** signal maintainer at Goleta, CA, and **H. S. Fairchild,** signalman at Atascadero, CA, have retired. Brothers Lenander and Fairchild are members of P. J. Lukes Lodge No. 153. **W. T. Gangler,** signalman at Sacramento, CA, and **R. Kaus,** signalman at Sacramento, and members of Lodge No. 170, have retired. **G. H. Greenwell,** signalman at Reno, NV, and **J. R. Simmons,** signal maintainer at Rockland, CA, have retired. Brothers Greenwell and Simmons are members of Sacramento Lodge No. 179. **J. W. Riddle,** signal maintainer at Payson, AZ, and a member of Tucson Lodge No. 126, has retired.

GEORGIA RAILROAD: **Robert L. Bateman,** signal foreman at Lithonia, GA, and a member of Miller-Griffith Lodge No. 49, has retired.

People

Rayner—Edison

Rowland—Edison

EDISON BATTERY DIVISION McGRAW EDISON CO: **Merwin I. Rayner,** president, has retired after more than 39 years service with the company. Rayner was born in Greenport, NY, and received his electrical engineering degree from Rensselaer Polytechnic Institute in 1933. He joined Edison in 1937 and held various engineering, sales and executive positions. During World War II he served with the U. S. Army. He was Edison divisional vice president and manager from 1961 to 1971 at which time he was appointed president.

Ulrich—Edison

Trantham—Marine

W. Edward Rowland, general sales manager — railroads and ads to navigation, appointed vice president sales—railroads and aids to navigation. **Theodore Ulrich,** general sales manager—industrial and export, has been named vice president sales—industrial and export. Rowland and Ulrich will maintain their headquarters in Bloomfield, NJ.

MARINE ELECTRIC RAILWAY PRODUCTS DIVISION: **W. Earl Trantham, Jr.,** appointed vice-president, to head this new division of Marine Electric Corp. Trantham was formerly associated with Sylvania and Servo in the marketing of automatic car identification and other safety systems to the railways.

U. S. RAILROAD RETIREMENT BOARD: **Hubert P. Gibbons** appointed director Bureau of Retirement Claims. **Kenneth J. Noland** appointed chief executive officer who will be responsible for the administrative direction and cooperation of the activities of the Board's bureaus and field offices.

Obituaries

J. G. Atterberry, retired signalman for the former Alton; and Gulf, Mobile & Ohio, at Carlinville, IL, died recently. Brother Atterberry completed 40 years service with the railway when he retired in 1948. He was a member of Alton Lodge No. 85.

Marshall O. Hugdahl, retired leading signal maintainer on the Chicago & North Western, at St. Paul, MN, died January 3, 1976. Brother Hugdahl had completed 36 years service when he retired in June, 1972. He was a member of Omaha Lodge No. 168 and had served as chief signalman for many years.

Lawrence W. Murphy, retired signal maintainer for the former New York Central at Buffalo, NY, died March 5, 1976. Brother Murphy had completed 43 years service with the railway when he retired in 1960. He had been active in BofRS affairs having served for 12 years as chief signalman of Buffalo Lodge No. 36 and also had served as assistant general chairman.

H. P. Hilton, retired signal maintainer at Aurora, MO, for the St. Louis-San Francisco, and a member of Frisco Lodge No. 129, died recently.

Gerald M. Abercrombie, retired signal maintainer for the Santa Fe, at Raton, NM, died February 17, 1976. Brother Abercrombie had completed 39 years service with the railway when he retired in 1966. He was a member of Rocky Mountain Lodge No. 161.

Clifford Wolcott, retired signalman with the Chicago & Eastern Illinois, at Danville, IL, died recently. Brother Wolcott had completed 34 years service with the C&EI when he retired in 1956. He was a member of Lodge No. 174 and had served as chaplain of the lodge.

Tony Noce, retired assistant maintainer for the former New York Central, at Ashtabula, OH, died recently. Brother Noce was a member of Steadfast Lodge No. 35 and had completed 47 years service with the railway when he retired in 1965.

Harold Ash, retired signal maintainer for the Chicago & Eastern Illinois, at Danville, IL, died December 13, 1975. Brother Ash was a member of Lodge No. 174. He had completed 46 years of service with the railway when he retired in 1966.

Clyde Stinehart, retired maintainer for the former Pennsylvania, at Taylor, MI, died December 1, 1975. Brother Stinehart was a member of Hunter Lodge No. 149. He had completed 35 years service with the PRR when he retired in 1969.

L. H. Redmond, retired ctc foreman for the Southern Pacific, at Carlin, NV, died recently. Brother Redmond was a member of Sacramento Lodge No. 179 and had served as recording and financial secretary and as outside semaphore. He retired in 1974 after completing 35 years service with the SP.

Iver M. Petersen, retired signal maintainer for the Southern Pacific, at Gridley, CA, died recently. Brother Petersen had completed 43 years service with the SP when he retired in 1954. He was a member of Sacramento Lodge No. 179.

Ivan Herriott, retired signal maintainer for the former Wabash, now Norfolk & Western, at Oak Lawn, IL, died recently. Brother Herriott had completed 50 years of service when he retired in 1970. He had been active in Wabash Lodge No. 55 affairs having served as recording and financial secretary and as treasurer.

H. E. Jones, retired signal maintainer for the St. Louis-San Francisco at Ash Grove, Mo, died recently. Brother Jones was a member of Frisco Lodge No. 129.

Julius Johnson, retired signal maintainer for the former New York Central at Chicago, IL, died November 11, 1975. Brother Johnson had completed 44 years service when he retired in 1962. He was a member of Lodge No. 38.

Michael J. Tracy, signalman for the Union Pacific with headquarters at North Platt, NE, and a member of Rock Springs Local No. 8, died September 3, 1975.

John J. Penzone, signal maintainer for the Delaware & Hudson at Carbondale, PA, died September 28, 1975. He had spent 32 years with the railway. The officers and members of Lodge No. 190 extend their deepest sympathy to his family.

V. A. Simpson, retired signal maintainer for the former Chicago, Burlington & Quincy at Aurora, NE, died recently. Brother Simpson was a member of Lincoln Lodge No. 119.

Larry B. Guild, retired signal maintainer for the former Chicago, Burlington & Quincy, now Burlington Northern, at Greenwood, NE, died recently. Brother Guild had completed 37 years of service with the railway when he retired in 1952. He had also spent three years in the Signal Department of the Union Pacific. He had been active in Lincoln Lodge No. 119 and had served as chief signalman.

Richard Taylor, retired signal maintainer for the Milwaukee Road at Tomah, WI, died August

29, 1975. He had worked for the railroad for 47 years when he retired in 1965. Brother Taylor was a member of Milwaukee Lodge No. 61 and had served as local chairman.

Robert G. Kutcher, signal testman for the Milwaukee Road died July 30, 1975 at the age of 53 following a long illness. From 1949 to 1972 he was a signal maintainer at New Lisbon, WI. Brother Kutcher was a member of Milwaukee Lodge No. 61.

Joseph W. Daley, retired signal inspector for the former New York Central at St. Thomas, ON, died recently. Brother Dailey had completed 38 years service when he retired in 1964. He was a member of Lodge No. 212 and had served as chief signalman.

Raymond W. Holt, retired signal maintainer on the Santa Fe at Marceline, Mo. died recently. Brother Holt had completed 27 years service with the railway when he retired in 1968. He had been active in Carrollton Lodge No. 20 and at one time had served as chief signalman.

Dewitt J. Wall, retired traveling signal maintainer for the former Illinois Central at Monroe, La, died recently. Brother Wall had completed 44 years of service with the railway when he retired in 1960.

Owen W. Hand, retired signal maintainer for the Missouri Pacific at Piedmont, MO died recently. Brother Hand, a member of Missouri Lodge No. 72, had completed 37 years of service with the railroad when he retired in 1973.

Glen W. Cowgill, retired leading signal maintainer for the Erie Lackawanna, died Sept. 14, 1975. He had worked at the west-bound classification yard at Marion, OH. Brother Cowgill had completed 39 years of service with EL when he retired in 1965. A member of Primary Lodge No. 64, Brother Cowgill had served as chief signalman.

Ollie Larkin, retired signal maintainer for the Louisville & Nashville at Lebanon Jct., KY, died recently. He had completed 48 years of service with the L&N when he retired in 1966. Brother Larkin had served as local chairman of Lucky Lodge No. 13.

Roy F. Jackson, retired ctc coderman for the Southern Pacific at Los Angeles, CA, died recently. Brother Jackson had been active in Los Angeles Lodge No. 104. He had served as recording secretary and as local chairman. At the time of his retirement in 1971, he had completed 43 years of service with the SP.

William M. Noonan, retired signal helper on the Louisville & Nashville at New Orleans, LA, died recently. He had completed 32 years of service with the L&N when he retired in 1972. Brother Noonan had been very active in Lodge No. 137, having served in the following positions: chief signalman, financial and recording secretary, and local chairman. Also, Brother Noonan had served as legislative representative covering the State of Louisiana.

Lewis H. Kindred, retired signalman for the Lehigh Valley died October 29, 1975 at the Bradford County Manor after a long illness. Brother Kindred was employed many years in the Sayre signal shops and was a member of Wyoming Lodge No. 59.

Daniel J. Gainey, retired relay inspector and testman on the Lehigh Valley at Sayre, Pa, died in October, 1975. Brother Gainey had completed over 50 years service with the railroad when he retired in 1970. His early years of signal service were spent in the Buffalo area with the former DL&W and the NYC. He was a member of Bison City Lodge No. 151.

R. H. Barrows, retired signalman on the Los Angeles Division of the Southern Pacific, and a member of Los Angeles Lodge No. 104, died recently.

Frederick G. Porteous, retired signalman for the Southern Pacific at Sparks, NV, died recently. Brother Porteous had completed 42 years service with the railway when he retired in 1959. He was a member of former Lodge No. 92 and more recently of Sacramento Lodge No. 179.

C. H. Wellons, Jr., retired signal maintainer for the Seaboard Coast Line at Florence, SC, died recently. Brother Wellons had completed 43 years service with the former Atlantic Coast Line when he retired in 1968. He was a member of former Lodge No. 84 and had served as chief signalman and local chairman.

Carl H. Hester, signalman for the Burlington Northern, at McCook, NE, died October 24, 1975. Brother Hester was a member of Lincoln Lodge No. 119. He was born August 6, 1920 in Beaver City, NE, and attended the public schools there as well as Kearney State College. In 1944 he married Jane A. Kief. He is survived by his widow: daughters, Beverly Jane of Oxford, NE; Mrs. Gary Harris of McCook; his mother, Eunice of Beaver City; three sisters and one brother.

Frank F. Cardwell, retired signal maintainer for the Washington Terminal Company, died recently. Brother Cardwell had completed 43 years service on his retirement in 1968. He had been active in National City Lodge No. 114 and had served as chief signalman.

Signalman's Worksheet

Coded track circuits

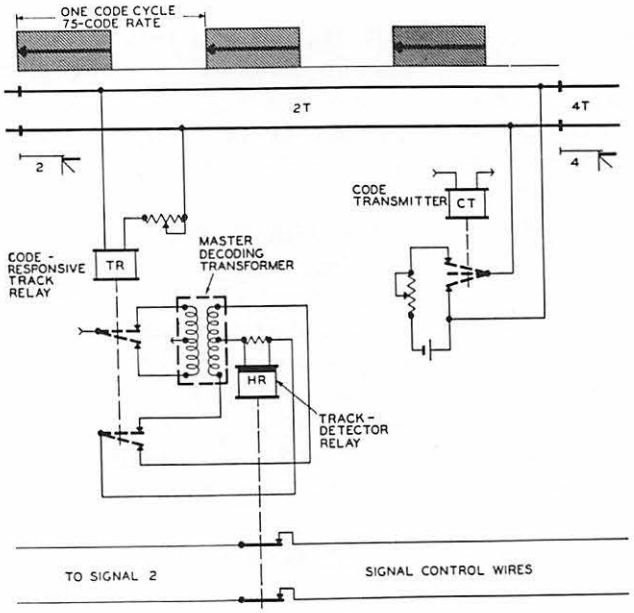


Fig. 401: Simplified operational diagram of coded track circuit using one code rate and line wires.

SIGNAL CONTROL FOR ONE DIRECTION ONLY

The coded track circuit is not essentially different from the steady-energy track circuit. It is not so much a new kind of track circuit as it is an improvement upon the steady-energy type, since it retains all the advantages and has, in addition, other desirable attributes. Among these additional advantages are: improved shunting sensitivity, improved broken-rail detection, increased average track-circuit length, improved protection against the effects of foreign currents or failure of insulated joints, and elimination of cut sections. As will be explained later, "inverse" and "follow-up" codes to effect approach locking, approach lighting, annunciation, etc., may also be applied without adding more line wires.

Because of the improved shunting sensitivity of the coded track circuit and the high efficiency of the code-responsive track relay, it is possible to increase the length of a coded track circuit well beyond the length that would operate satisfactorily with a steady energy track circuit—assuming similar conditions for each. This often permits the elimination of relayed cuts required in steady-energy track circuits.

The same factors that contribute to improved shunting sensitivity also contribute to improved broken-rail detection. The shunting sensitivity of the coded track circuit is affected directly by the relay's pickup value rather than by its release value. Furthermore, the code-responsive track relay requires more current (intermittently) than the steady-energy track relay. Therefore, the leakage resistance around a broken rail does not have to be as high to effect a stop indication with a coded track circuit as it would with a steady-energy track circuit.

Steady foreign current of sufficient strength to affect a code-responsive track relay would only tend to hold it inoperative, either picked up or released, depending on the polarity of the foreign current, and would thus insure that a stop aspect be displayed.

By interrupting or "coding" the current to the rails at different rates in accordance with the condition of the next track circuit in advance and by providing appropriate apparatus at the relay end of the track circuit that will respond selectively to the code being received, multiple proceed aspects may be controlled through the rails, thus eliminating signal-control line wires.

Elementary Principles

Figure 401 illustrates an elementary coded track circuit. Code transmitter CT at the battery end of the circuit interrupts the energy to the rails 75 times per minute so that the energy in the rails pulses in alternate "on" and "off" periods.

At the other end of the track circuit, code-responsive track relay TR alternately picks up and releases in response to these impulses of energy and controls the flow of local energy to the master decoding transformer. The signal circuits are controlled by HR, a steady-energy repeater of the code-responsive track relay. HR is so controlled through the contacts of TR and by the master transformer that it will release unless TR is coding.

When a train enters such a track circuit, the value of the train shunt need only be sufficient to reduce the energy in the coils of TR relay to a point below its pickup value to cause track-detector relay HR to drop.

In the steady-energy d-c. track circuit, the value of the train shunt must be sufficient to reduce the energy in the track relay to a point below its release value. Inasmuch as it takes less energy to hold a relay in its picked-up position than it does to cause a relay to pick up from its released position, the coded track circuit has a correspondingly higher shunting sensitivity. Furthermore, if for any reason the code-responsive track relay should remain in either the energized or the deenergized position, HR would drop.

Information and drawings are furnished by General Railway Signal Co.

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